METROPOLITAN TRANSPORTATION COMMISSION

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

Board Room, 1st Floor

MEETING AGENDA

Date: Wednesday, October 28, 2026 | **Time:** 9:40 a.m.

Metropolitan Transportation Commission

Chair: Sue Noack
Vice Chair: Stephanie Moulton-Peters
Clerk: Kimberly Ward

The Metropolitan Transportation Commission is scheduled to meet at 9:40 a.m. or immediately following the preceding meeting, whichever occurs later.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at https://mtc.ca.gov-/meetings-events.

Members of the public are encouraged to participate remotely via the following Zoom link or phone number:

Attendee Link: https://bayareametro.zoom.us/j/88104435307

Phone one-tap:
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Webinar ID: 881 0443 5307
International numbers available: https://bayareametro.zoom.us/u/kdtrytVOF

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All standing committee meeting agendas may also be accessed on MTC’s website here:
https://mtc.ca.gov-/meetings-events
Detailed instructions on participating via Zoom are available at:
https://bayareametro.zoom.us/u/kdR1hznEgA
https://mtc.ca.gov-/how-provide-public-comment-board--meeting-zoom

Members of the public may participate by phone or Zoom during the meeting. In order to be posted to the meeting’s web page and circulated to committee members prior to the meeting, written comments must be sent by email at info@bayareametro.gov by 5:00 p.m. two (2) business days before the scheduled

meeting date. Please include the committee or board meeting name and agenda item number in the subject line. All comments received will be submitted into the record.

Roster

Sue Noack
Chair

Stephanie Moulton-Peters
Vice Chair

Margaret Abe-Koga
Pat Burt
Victoria Fleming
Barbara Lee
Mitch Mashburn
Doanh Nguyen*
Libby Schaaf*
Eddie Ahn
Noelia Corzo
Dorene M. Giacopini*
Matt Mahan
Myrna Melgar
Gina Papan
Candace Andersen
Marilyn Ezzy Ashcraft
Alicia John-Baptiste
Amber Manfree
Nate Miley
Belia Ramos

**Non-Voting Members*

Agenda

1. Call to Order / Roll Call / Confirm Quorum

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

2. Chair's Report

2a. **MTC Resolution No. 4801. Resolution of Appreciation for Ray Jocson on the occasion of his retirement after 20 years of service.** 26-2128

Action: Commission Approval

3. MTC ABAG Community Advisory Council Report

3a. **MTC ABAG Community Advisory Council Report** 26-2129

Action: Information

Presenter(s): Carina Lieu, Chair

Attachments:

- 03a_26-2129_October_2026_Council_Chairs_Report.pdf

4. Executive Director's Report

4a. **Executive Director's Report** 26-2130

Action: Information

Presenter(s): Andrew Fremier, Executive Director

Attachments:

- 04a_26-2130_1_October2026_MTC_ED_Report.pdf
- 04a_26-2130_2_Monthly_Operational_Statistics_October2026.pdf

5. Commissioner Comments

6. Consent Calendar

6a. **Approval of the Commission Minutes of the September 23, 2026 meeting.** 26-2131

Action: Commission Approval

Presenter(s): Clerk

Attachments:

- 06a_26-2131_September_23_2026_Draft_Meeting_Minutes.pdf

Regional Network Management Committee (Commission Consent)

6b. **MTC Resolution No. 4662, Revised: Clipper BayPass Phase 2 Pilot - Allocation and Authorization to Distribute Revenues to Transit Operators** 26-2142

Action: Commission Approval

Presenter(s): Amy Martin

Attachments:

- 06b_26-2142_1_Summary_Sheet_Clipper_BayPass_Phase_2_Pilot.pdf
- 06b_26-2142_2_Attachment_A_Cumulative_Allocation_and_Distribution_of_Revenues.pdf
- 06b_26-2142_3_MTC_Resolution_No_4662.pdf

Administration Committee (Commission Consent)

6c. **MTC Resolution No. 4723, Revised. Establish Data Analyst classification series and amend MTC's Classification Plan** 26-2132

Action: Commission Approval

Presenter(s): Sukari Beshears

Attachments:

- 06c_26-2132_1_Summary_Sheet_Data_Analyst_Series_Pay_Schedules.pdf
- 06c_26-2132_2_MTC_Resolution_No_4723.pdf

Programming and Allocations Committee (Commission Consent)

6d. **MTC Resolution Nos. 3667, Revised and 4721, Revised. Rescission and Reallocation of $1.2 million in Regional Measure 2 (RM2) Capital Funds to the Bay Area Rapid Transit District (BART) and Allocation of $253,000 in RM2 Capital Funds to MTC** 26-2135

Action: Commission Approval

Presenter(s): Anne Meeple

Attachments:

- 06d_26-2135_1_Summary_Sheet_RM2_Allocations_BART_MTC.pdf
- 06d_26-2135_2_Attachment_A_RM2_Quarry_Road_Project_Detail.pdf
- 06d_26-2135_3_MTC_Resolution_No_3667.pdf
- 06d_26-2135_4_MTC_Resolution_No_4721.pdf

6e. **MTC Resolutions Nos. 3989, Revised, and 4505, Revised. Various revisions to the One Bay Area Grant (OBAG 3) and MTC exchange program.** 26-2136

Action: Commission Approval

Presenter(s): Kate Fosburgh

Attachments:

- 06e_26-2136_1_Summary_Sheet_OBAG3_MTC_Exchange_Programs.pdf
- 06e_26-2136_2_MTC_Resolution_No_4505.pdf
- 06e_26-2136_3_MTC_Resolution_No_3989.pdf

6f. **MTC Resolution Nos. 4632, Revised; 4791; and 4797. Allocation of $26.3 million in Regional Measure 3 (RM3) capital funds to the Bay Area Toll Authority (BATA), Port of Oakland, and Santa Clara Valley Transportation Authority (VTA).** 26-2137

Action: Commission Approval

Presenter(s): Karl Anderson

Attachments:

- 06f_26-2137_1_Summary_Sheet_RM3_Capital_Allocations.pdf
- 06f_26-2137_2_Attachment_A_RM3_Capital_Expenditure_Plan_Tracker.pdf
- 06f_26-2137_3_Attachment_B_RM3_Project_Summary_Recommendation.pdf
- 06f_26-2137_4_MTC_Resolution_No_4632.pdf
- 06f_26-2137_5_MTC_Resolution_No_4791.pdf
- 06f_26-2137_6_MTC_Resolution_No_4797.pdf

6g. **MTC Resolution No. 4604, Revised; 4740, Revised; 3989; Revised. Programming $400,000 in Participatory Budgeting (PB) process funds to the Santa Clara Valley Transportation Authority (VTA), the County of Marin, and the City of Vallejo.** 26-2138

Action: Commission Approval

Presenter(s): Fabian Gallardo

Attachments:

- 06g_26-2138_1_Summary_Sheet_CARE_PB_Process.pdf
- 06g_26-2138_2_Attachment_A_CARE_PB_Process_Application_Summary.pdf
- 06g_26-2138_3_MTC_Resolution_No_4604.pdf
- 06g_26-2138_4_MTC_Resolution_No_3989.pdf

7. Administration Committee Report (Papan)

7a. **MTC Resolution No. 4798. Approval of Pay Schedules for Committee for Staff Representation (CSR) and Confidential Employees for Fiscal Years 22/23 through 26/27 in accordance with California Code of Regulation, Title 2, Section 570.5.** 26-2133

Approve Pay Schedules for CSR and Confidential Employees for Fiscal Years 22/23 through 26/27 in accordance with California Code of Regulation, Title 2, Section 570.5 (2 CCR §570.5).

Action: Commission Approval

Presenter(s): Nick Roethel

Attachments:

- 07a_26-2133_1_Summary_Sheet_Pay_Schedules_CSR_Confidential_Employees_.pdf
- 07a_26-2133_2_MTC_Resolution_No_4798.pdf

7b. **MTC Resolution No. 4799. Approval of Pay Schedules for Specific Executive Employees for Fiscal Years 24/25 through 26/27 in accordance with California Code of Regulation, Title 2, Section 570.5.** 26-2134

Approve Pay Schedules for Specific Executive Employees for Fiscal Years 24/25 through 26/27 in accordance with California Code of Regulation, Title 2, Section 570.5 (2 CCR §570.5).

Action: Commission Approval

Presenter(s): Nick Roethel

Attachments:

- 07b_26-2134_1_Summary_Sheet_Pay_Schedules_Exec_Employees.pdf
- 07b_26-2134_2_MTC_Resolution_No_4799.pdf

8. Programming and Allocations Committee Report (Fleming)

8a. **MTC Resolution Nos. 4742, Revised; 4771, Revised; 4772, Revised; 4773, Revised; 4774, Revised; 4775, Revised; and 4783, Revised.** 26-2140

The proposed action revises the FY2026-27 MTC Fund Estimate; revises the FY2026 27 State Transit Assistance (STA) State of Good Repair (SGR) Project List; and allocates $184 million in FY2026-27 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), Regional Measure 3 (RM3), and Assembly Bill (AB) 1107 funds to three transit operators to support transit operations and capital projects in the region.

Action: Commission Approval

Presenter(s): Luis Garcia

Attachments:

- 08a_26-2140_1_Summary_Sheet_Operating_Allocations.pdf
- 08a_26-2140_2_Attachment_A_Transit_Operator_Budget_Summary.pdf
- 08a_26-2140_3_MTC_Resolution_No_4742.pdf
- 08a_26-2140_4_MTC_Resolution_No_4771.pdf
- 08a_26-2140_5_MTC_Resolution_No_4772.pdf
- 08a_26-2140_6_MTC_Resolution_No_4773.pdf
- 08a_26-2140_7_MTC_Resolution_No_4774.pdf
- 08a_26-2140_8_MTC_Resolution_No_4775.pdf
- 08a_26-2140_9_MTC_Resolution_No_4783.pdf
- 08a_26-2140_10_Presentation_FY27_Fund_Estimate.pdf

8b. **MTC Resolution No. 4740, Revised. One Bay Area Grant (OBAG 4) Regional Program Revisions** 26-2141

Revisions to the One Bay Area Grant (OBAG 4) Regional Program, including recommended approval of revised program categories and program funding amounts.

Action: Commission Approval

Presenter(s): Kate Fosburgh

Attachments:

- 08b_26-2141_1_Summary_Sheet_OBAG_4_Regional_Program_Revisions.pdf
- 08b_26-2141_2_Attachment_A_OBAG_4_Regional_Program_Summary.pdf
- 08b_26-2141_3_Attachment_B_OBAG_4_Regional_Program_Grant_Opportunities.pdf
- 08b_26-2141_4_MTC_Resolution_No_4740.pdf
- 08b_26-2141_5_Presentation_OBAG4_Regional_Programs.pdf

9. Commission Information

9a. **Express Lanes Strategic Planning Introduction** 26-2147

Overview of Express Lanes Strategic Planning work, which involves two complementary express lanes plans.

Action: Information

Presenter(s): David Man

Attachments:

- 09a_26-2147_1_Summary_Sheet_Express_Lanes_Strategic_Planning_Introduction.pdf
- 09a_26-2147_2_Presentation_Express_Lanes_Strategic_Planning_Introduction.pdf
- 09a_Public_Comments_Lebrun_w-Attachment.pdf

10. Closed Session

10a. **Closed Session Public Comment** 26-2244

Action: Information

10b. **PUBLIC EMPLOYEE PERFORMANCE EVALUATION AND CONTRACT EXTENSION** 26-2245

Title: General Counsel Government Code § 54957(b)(1)

CONFERENCE WITH LABOR NEGOTIATORS
Government Code § 54957.6
Agency designated representatives: Sue Noack and Stephanie Moulton-Peters

Unrepresented Employee: General Counsel

The Commission will meet in Closed Session pursuant to Government Code §§ 54957 and 54957.6 with respect to the General Counsel's performance, the proposed extension of the General Counsel's employment contract, and the compensation range for non-represented employees. The General Counsel shall not be present for discussions on compensation or contract terms.

Action: Information

11. Open Session / Report Out From Closed Session

12. Public Comment / Other Business

Commissioners and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.

12a. **Public Comment** 26-2276

Action: Information

Attachments:

- 12_Public_Comment_Lebrun.pdf
- 12_Public_Comment_Lebrun_09-30-2026_Commission.pdf

13. Adjournment / Next Meetings:

The next regular meeting of the Metropolitan Transportation Commission is scheduled to be held at the Bay Area Metro Center, 375 Beale Street, San Francisco on November 18, 2026. Any changes to the schedule will be duly noticed to the public. * Please note: the next meeting is on the 3rd Wednesday of the month due to the Thanksgiving holiday.***

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

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

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

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

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

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

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

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

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Community Advisory Council Chair's Report
October 2026

To: ABAG Executive Board; Metropolitan Transportation Commission

From: Community Advisory Council Chair Carina Lieu

Date: October 2026

Regarding: Monthly Council Chair's Report

Overview of Council Discussion

At the October 2, 2026 MTC-ABAG Community Advisory Council meeting, the Council received a presentation on Plan Bay Area 2060: The Bay Area Today, a legislative update, and a report out from the Regional Network Management (RNM) Customer Advisory Group. Members also shared announcements and discussed how the Council can stay engaged with staff over the coming year. Plan Bay Area 2060 drew the most extensive input: members asked staff to disaggregate data further, to explain the reasons behind the trends, and to ground the data in residents' lived experiences. Staff shared that Council feedback will inform upcoming community engagement and the next phases of plan development.

Council Announcements and Chair's Remarks

Members shared announcements about Urban Habitat's upcoming State of the Region event; Domestic Violence Awareness Month and Disability Awareness Month, including an October 17 community walk in Oakland in support of survivors of domestic violence and trafficking; and BART's Blue Envelope program (https://www.dds.ca.gov/newsletter/blue-envelope-program-expands-across-california-communities/), which helps BART Police and staff recognize and respond to riders with hidden disabilities. I shared with the Councilmembers that by the end of the year members will have a clearer sense of where to direct their energy and participation, and that the Equity Priority Communities (EPC) Refresh is now open.

Plan Bay Area 2060: The Bay Area Today

Staff presented an overview of current regional conditions and trends that will serve as the foundation for Plan Bay Area 2060, including that regional economic growth masks inequities between racial and ethnic groups, as well as within the diversity of immigrant communities.

Housing affordability and the economic outlook were the most prominent themes. Members expressed serious concern that homeownership is out of reach for many residents, especially younger and Black residents, and cautioned that without action the region risks displacement, deepening hardship, and social unrest. Members asked whether homeownership cost data includes maintenance and required upgrades, encouraged staff to track affordable homes in the

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pipeline and at risk of being lost, and asked who is leaving the region by income and race. Staff confirmed that ongoing ownership costs are considered and that out-migration data can be examined further.

Many members asked staff to go beyond describing the trends to explaining why they are happening, including the role of structural racism, wealth consolidation, immigration policy, and limits on disability income, noting that understanding causes is essential to informing MTC's legislative priorities. Staff agreed there is strong interest in the "why," noted that causal relationships are sometimes difficult to establish, and said the topic will be part of conversations in the year ahead.

Members repeatedly requested more disaggregated data, including finer racial and ethnic categories, income distribution beyond the average, and county-level breakdowns that reflect conditions in places such as the North Bay. They also asked for a view of household costs and access to jobs, public spaces, and essential services for Equity Priority Communities by county. Staff pointed members to the Vital Signs tool for county- and city-level data and said county comparisons can be incorporated.

Transportation and accessibility concerns included uncoordinated schedules among buses, BART, and Amtrak that can mean an hour's wait after a missed connection, and transfer points that are difficult for people with disabilities. Staff described connectivity as a layered challenge involving rural transit, last-mile connections, and sidewalk and bike access. Members also noted that people with disabilities and older adults are disproportionately injured or killed in collisions, and that a graphic in the agenda packet showed diagonal curb ramps that can misdirect wheelchair users and people who are blind. Staff said that several of the plan's 11 transportation strategies focus on safety, that project design is implemented locally, and that the region can elevate best practices and convene stakeholders on Vision Zero.

Members also raised climate goals, how remote work and private micromobility are counted, regional vibrancy and limited late-night transit, childcare as infrastructure, energy costs, the needs of an aging population, and emergency and evacuation planning for people with disabilities and seniors.

Members emphasized the importance of pairing data with lived experience and expressed strong interest in ongoing engagement. Staff described planned fall engagement, including focus groups and dialogues with community-based organizations, and invited the Council to attend the Commission and Board Workshop later this month. The Chair encouraged members to use the Council as a focus group and to connect in small informal groups, mindful of Brown Act limits. Public commenters supported study groups, urged attention to rural counties, and suggested reviewing where earlier long-range plans fell short.

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Legislative Update

The Council received a legislative update from staff. In response to member questions, staff explained that MTC and ABAG adopt a joint advocacy program each year. Staff are developing it this month and will bring an initial draft to the Council in early November, then to the Legislation Committee, and return afterwards with a final program, with regular updates after that. Staff will seek Council input directly on new or novel topics.

A member noted the North Bay's continuing transportation funding needs, given that the November regional transportation revenue measure does not include those counties. Staff recognized the need for funding across the entire region, saying that much depends on the November election, and noted that the topic will be discussed further next month. On federal funding, staff explained that formula funds have protected pass-through status, while the administration's unusual engagement is concentrated in discretionary grants, and that their top priority is retaining existing resources and advocating for dependable formula funding. Staff also shared that approximately six to seven Commissioners are termed out or up for re-election.

Regional Network Management Customer Advisory Group Report Out

Councilmember Wendi Kallins, who serves on the RNM Customer Advisory Group, reported on implementation of the action plan. The group heard an update on the Regional Mapping and Wayfinding project, which aims to create intuitive, consistent signage and branding across Bay Area transit; with design standards adopted, the pilot is entering implementation phase informed by regular feedback from and collaboration with the Accessibility Working Group. The group also received an overview of accessibility initiatives, including the Human Services Action Plan for older adults and people with disabilities, one-seat rides without transfers, ADA paratransit and Clipper integration, standardized eligibility, regional trip-booking tools, and a pilot allowing Clipper payments for San Francisco paratransit. Concerns were raised about rural areas without fixed-route transit, where paratransit is unavailable, and that Clipper discounts do not apply to paratransit.

Members shared that a recent wayfinding workshop with blind participants, including a demonstration of tactile bus signs, was successful, and that one-seat ride pilots would help riders traveling between counties. A member questioned the fairness of offering no paratransit discounts, since its riders often have the fewest resources and already face scheduling barriers.

METROPOLITAN TRANSPORTATION COMMISSION

ASSOCIATION OF BAY AREA GOVERNMENTS

BayAreaMetro.gov

EXECUTIVE DIRECTOR'S REPORT

Metropolitan Transportation Commission

Oct. 28, 2026

Personnel

Departures

Diane Dohm – Diane started in July 2023 as an Associate Planner/Analyst. Her last day is Oct. 9 as a Principal Planner/Analyst in the Sustainable Mobility & Operations section.

Retirements

Deborah Gaines – Deborah started with ABAG in April 2009 as an Administrative Assistant II. Her last day is Oct. 23 as an Executive Assistant I in the Procurement, Risk and Property Management section.

New Appointments

Ricardo Calzada – Ricardo started on Oct. 26 as Program Coordinator I in the Bay Area Housing Finance Authority (BAHFA) section.

Updates

Next Gen Clipper System (C2)

As I reported last month, the Next Gen Clipper system continues to mature and adoption continues to grow. To date, more than 4.2 million Clipper cards have migrated to the new system. As of mid-October, 75% of Clipper trips are paid with C2 methods, including 59% with account-based Clipper cards and 16% with contactless credit or debit cards.

MTC, Cubic and transit operator staff remain focused on maintaining system stability, resolving customer account issues, and enhancing customer service tools particularly Clipper fare inspection devices, where issues continue to impact operator front-line staff. Customer Service Center support performance remains timely and again achieved an average speed of answer of less than two minutes and an average call handling time of under 10 minutes in September.

With both plastic and mobile card migration now performing successfully, account migration activity has been ramping up to support ongoing operational needs. Earlier this month we completed migration of all Clipper discount programs including Clipper START and Clipper Access, Youth and Senior customers making C2 benefits (like free and reduced cost transfers) available to them. The program will continue with these operational migrations as Cubic continues to address the outstanding issues. The next major milestone is the migration of the remaining existing Clipper customers to C2. Additional details on Next Gen Clipper's progress and status will be available in the staff report to the joint Regional Network Management and Clipper Executive Board for their November 16 meeting.

MTC-ABAG Awards & Recognition

Commissioner and Santa Clara County Supervisor Margaret Abe-Koga was elected to the American Public Transportation Association's (APTA) board of directors at the organization's 2026 TRANSform Conference & EXPO in Chicago earlier this month. APTA is an international nonprofit association of more than 1,700 public and private sector member organizations across all modes of public transportation. APTA provides research and technical expertise, among other services, to member agencies such as Caltrain and VTA. Congratulations, Commissioner Abe-Koga.

At the National Association of Government Web Professionals conference in Milwaukee, Wisconsin, on Oct. 8, MTC-ABAG won two awards for the new PlanBayArea.org website that launched in June. In the category of Best Special District or Nongovernmental Website, PlanBayArea.org won the Pinnacle Award for Excellence in Government Web Design and the Members' Choice Award for Web Design. Judges highlighted the website's ability to bring Plan Bay Area to life for everyday residents, while making resources easy to use for jurisdiction staff. They also applauded the trilingual Public Participation Plan and the site's engaging, modern design. Public Information Officer Joey Kotfica accepted the award on our behalf. Thank you, Joey, and all staff who made the new website such a success.

StopWaste celebrated 50 years of waste reduction and resource conservation on Sept. 30, and MTC-ABAG was among seven partners who received a plaque of appreciation for contributions in shaping the organization's work. Collaboration with StopWaste has led to a broader regional approach to locally led energy efficiency and electrification

programs. Chief Deputy Executive Director Alix Bockelman accepted the plaque on behalf of the agency.

MTC's 2025 Popular Annual Financial Report was recognized with an award by the Government Finance Officers Association (GFOA). Congratulations to the Financial Reporting and Operational Accounting Section and Director Grace Martinez, who was recently elected President of GFOA.

BAHFA Ongoing Engagement with Elected Officials

Commissioners and MTC-ABAG staff continue to engage local government leaders across all Bay Area counties on potential changes to BAHFA's enabling legislation. This outreach aims to increase awareness of BAHFA among local elected officials. On Oct. 1, Chair Sue Noack, Commissioner Candace Andersen, Alix Bockelman and Heather Peters attended the Contra Costa Mayors' Conference. Commissioner Manfree, Alix and staff also attended the Napa County League of Governments meeting on Oct. 8, and I joined BAHFA staff at the Solano County meeting on Oct. 14. A survey to all local elected officials closed on Oct. 23, and I will report on those results as soon as they are available.

MTC Celebrates Completion of Alameda Street Improvement Project

On Sept. 28, Commissioner and Alameda Mayor Marilyn Ezzy Ashcraft, District Superintendent Pasquale Scuderi and local public school students cut the ribbon at an event to celebrate major road safety and transit efficiency improvements on Central Avenue in Alameda. MTC provided $13 million for the project, including $7 million in state funds through the Commission's Active Transportation Program and almost $6 million in Federal Highway Administration money through the One Bay Area Grant program. Improvements include roundabouts and a road diet, a two-way bicycle lane and a new transit boarding island at Washington Park. The project aims to make it safer to cycle on Alameda Island and improve efficiency for buses and their passengers.

2030 Census Rulemaking/Association of Metropolitan Planning Organizations (AMPO) Letter

On Sept. 10, the U.S. Census Bureau issued a Notice of Proposed Rulemaking that would change how the decennial census will be administered. Proposed Parts 60 and 70 to Title 15 would restrict census data collection to only U.S. citizens and lawful permanent residents and remove demographic questions about race, ethnicity and sexual

orientation. It also proposes new regulatory standards for determining an individual's residence. These rules would greatly impact data that metropolitan planning organizations use in long-range planning, modeling and funding formulas. AMPO has submitted a letter to the Census Bureau advocating that the census retain a complete current resident dataset for planning purposes given the importance of total population counts for transportation planning and many funding programs and maintaining reliable small-area demographic data. The public comment period has been extended to Monday, Nov. 2.

Open-Road Tolling Update: Overnight Closure of Richmond-San Rafael Bridge

A major milestone in the ongoing conversion to open-road tolling at the Richmond-San Rafael Bridge toll plaza is scheduled for next month, when crews will erect a new gantry structure over the westbound lanes of Interstate-580 approaching the upper deck. The steel gantry will accommodate new tolling equipment, camera systems and other associated hardware. Installation of the new gantry — currently scheduled to begin Saturday, Nov. 14 — is expected to take approximately nine hours and will require a full closure of the westbound lanes overnight from 11 p.m. on Nov. 14 until 8 a.m. on Sunday, Nov. 15.

Bay Area Adapt & Funding Navigator: New Tool Addresses Sea Level Rise Adaptation Projects

The San Francisco Bay Conservation and Development Commission, with support from MTC and ABAG, last month debuted the Bay Adapt Project & Funding Navigator, a new online platform that showcases sea level rise adaptation projects around the Bay Area. Members of the public, local government staff and other visitors can use the site to learn about each project's costs and benefits, funding needs and opportunities for securing money to advance the projects. (https://www.bayadapt.org/navigator)

Events & Meetings

On Oct. 6, I as well as Commissioner and Santa Clara County Supervisor Margaret Abe-Koga attended the 2026 Women's Leadership & Policy Summit reception with speakers, panelists, awardees and steering committee members. The theme of this year's summit was "Women Leading Change: Power in Action, Every Strength, Every Role, Everyone." ABAG board member and Santa Clara County Supervisor Betty Duong hosted the event and Congresswoman Aisha Wahab gave the keynote speech.

On Thursday, Oct. 15, I joined Assemblymember Matt Haney for a press conference celebrating enactment of Assembly Bill 2308, the San Francisco Transit Neighborhood Act. The bill protects critical funding for The Portal, which will extend Caltrain from Fourth and King streets to the Salesforce Transit Center, creating a direct regional rail connection into downtown and supporting new housing and downtown's recovery. MTC supported the legislation and is a partner in the project.

Over the last several weeks, Chair Noack, Alix Bockelman and I met with Senator Jesse Arreguín, Transportation Chairs Senator Cortese and Assemblymember Wilson to discuss implementation of Senate Bill 63, the Connect Bay Area Act, including the next phase of the transit agency Financial Efficiency Review, which MTC will undertake if the measure is approved by voters.

Deputy Executive Director of Housing & Energy Daniel Saver attended the Common Ground Housing Summit with ABAG board members Supervisor Duong and San Jose City Councilmember Pamela Campos on Oct. 16. Daniel was part of a panel titled, "Securing Resources for the Future." Daniel, Alix, and I also attended an event on Oct. 23 with Secretary Stewart Knox of the California Labor & Workforce Development Agency. The event, Connecting Solutions to Housing and Economic Security, was a conversation about the intersection between housing and economic security, and how new state agencies could create openings for regional, integrated solutions.

More than 90 members attended the California Women in Public Finance annual luncheon in the Yerba Buena Room on Oct. 16. Outside agencies host many events at the Bay Area Metro Center (BAMC) throughout the year, and I will occasionally note those here for awareness and a reminder of the use of the public space by others at 375 Beale Street.

Looking Ahead/Save the Date

Election day is next Tuesday, Nov. 3. Remember to vote! BAMC has been an official polling location since Nov. 2016, just six months after MTC-ABAG moved into the building.

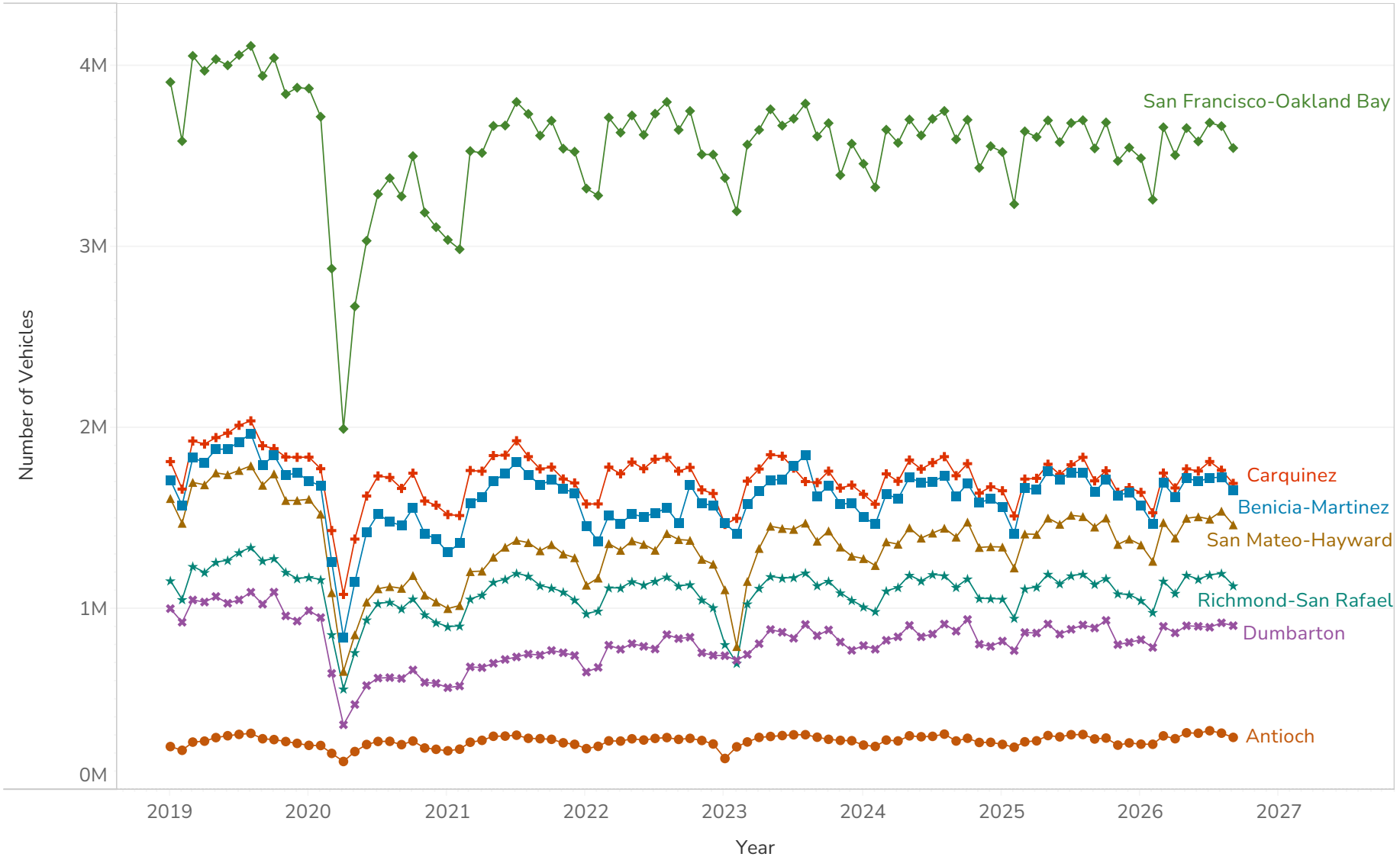
Andrew B. Fremier
Executive Director

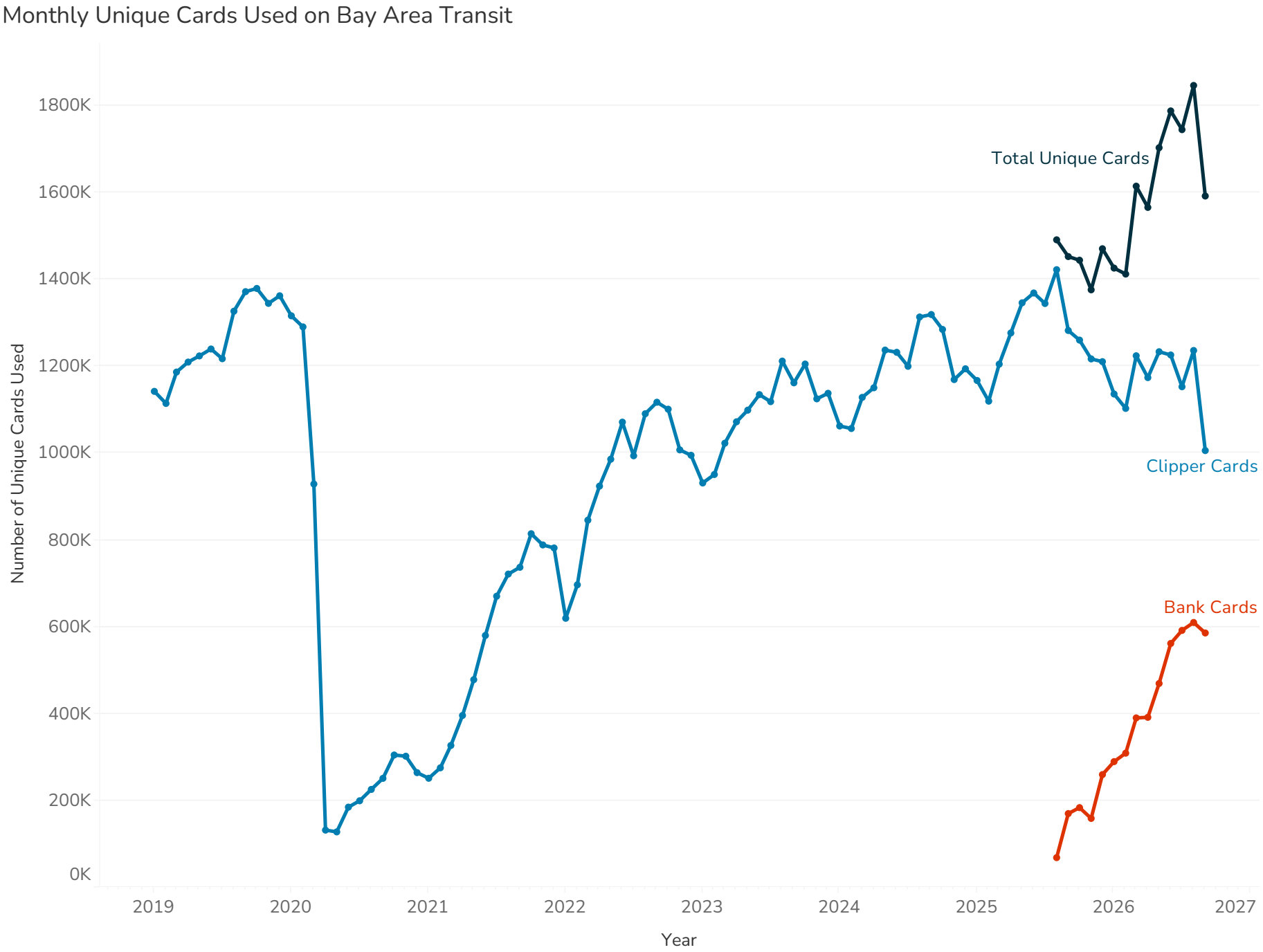
METROPOLITAN TRANSPORTATION COMMISSION

Monthly MTC Operational Statistics as of October 15, 2026

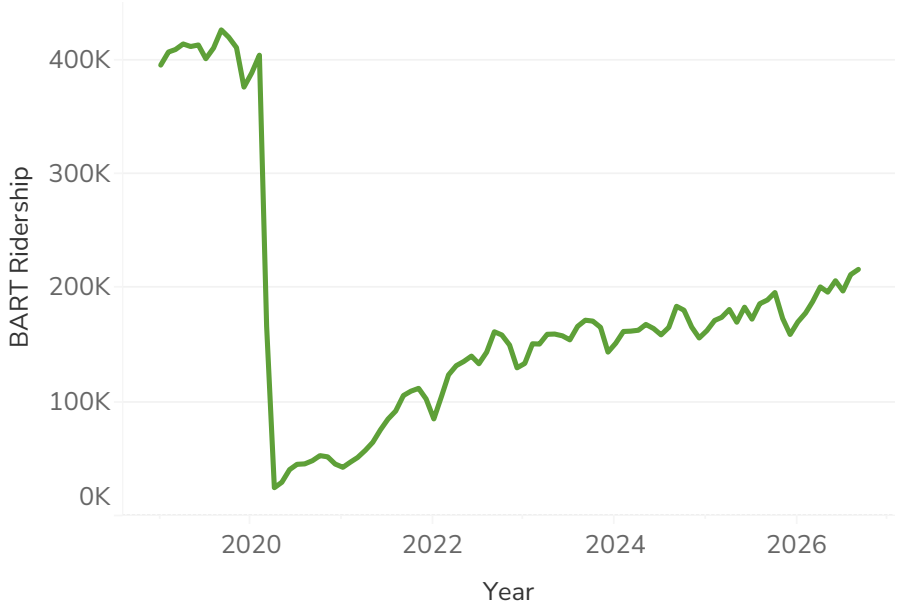
Source: MTC. To access data, visit the Monthly Transportation Statistics webpage at https://mtc.ca.gov/tools-resources/data-tools/monthly-transportation-statistics or contact info@bayareametro.gov.

Monthly Bay Area Bridge Crossings

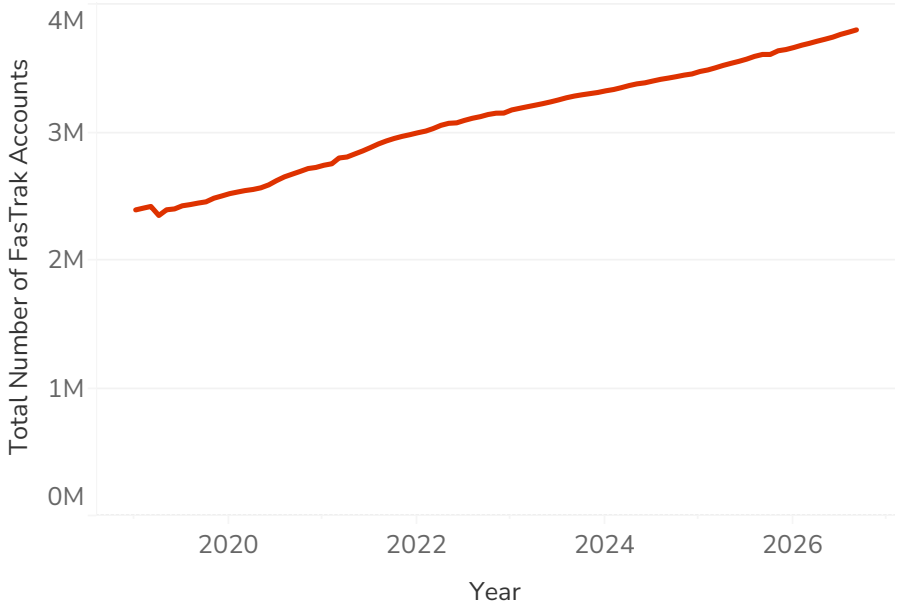



Monthly Unique Cards Used on Bay Area Transit
Number of Unique Cards Used
1800K
1600K
1400K
1200K
1000K
800K
600K
400K
200K
0K
2019
2020
2021
2022
2023
2024
2025
2026
2027
Year
Total Unique Cards
Clipper Cards
Bank Cards

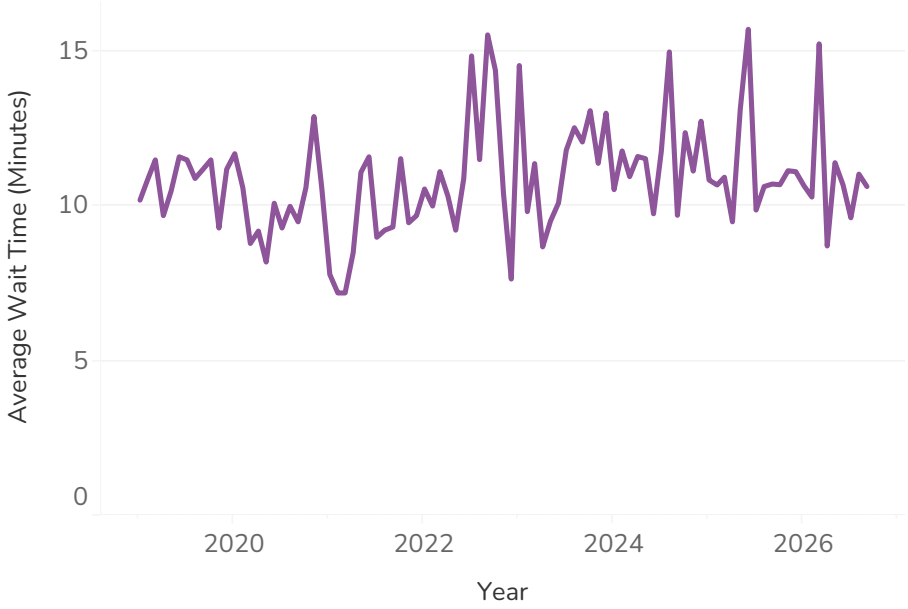
Number of Average Weekday BART Station Exits



Cumulative Number of FasTrak Accounts



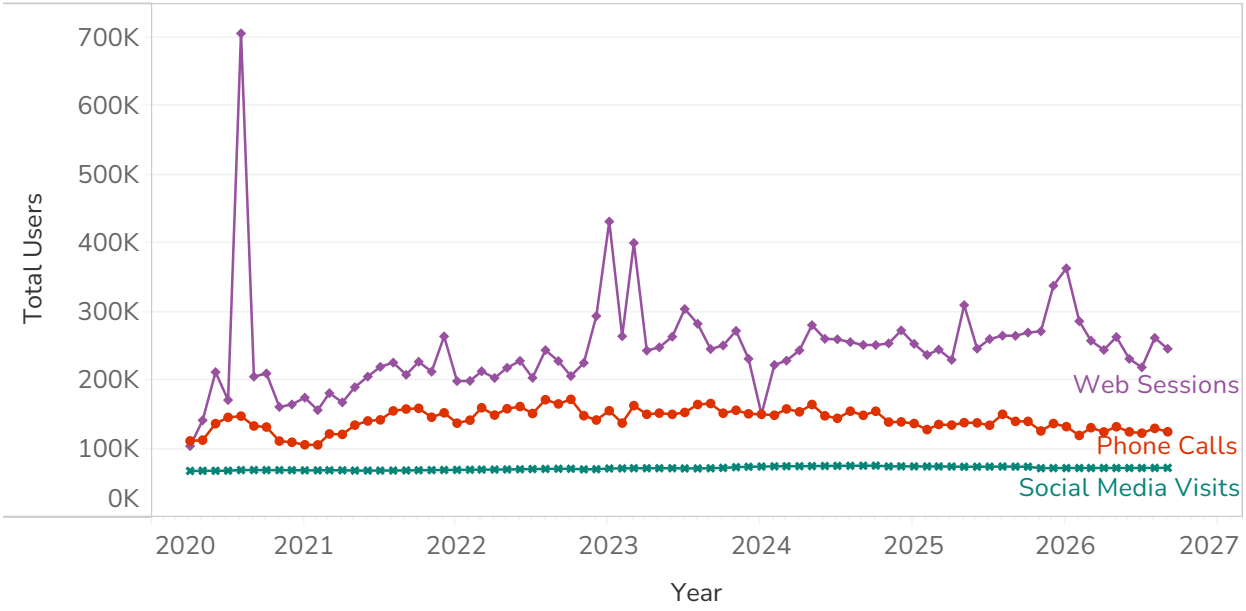
Monthly Freeway Service Patrol Average Wait Time



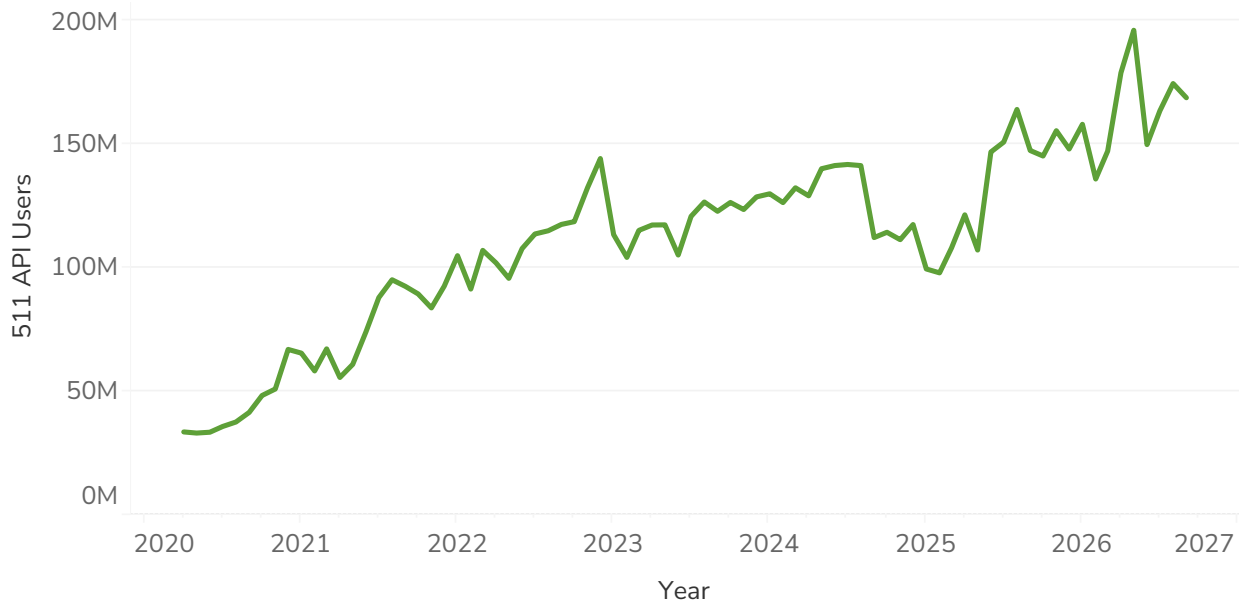
Monthly Freeway Service Patrol Number of Assists



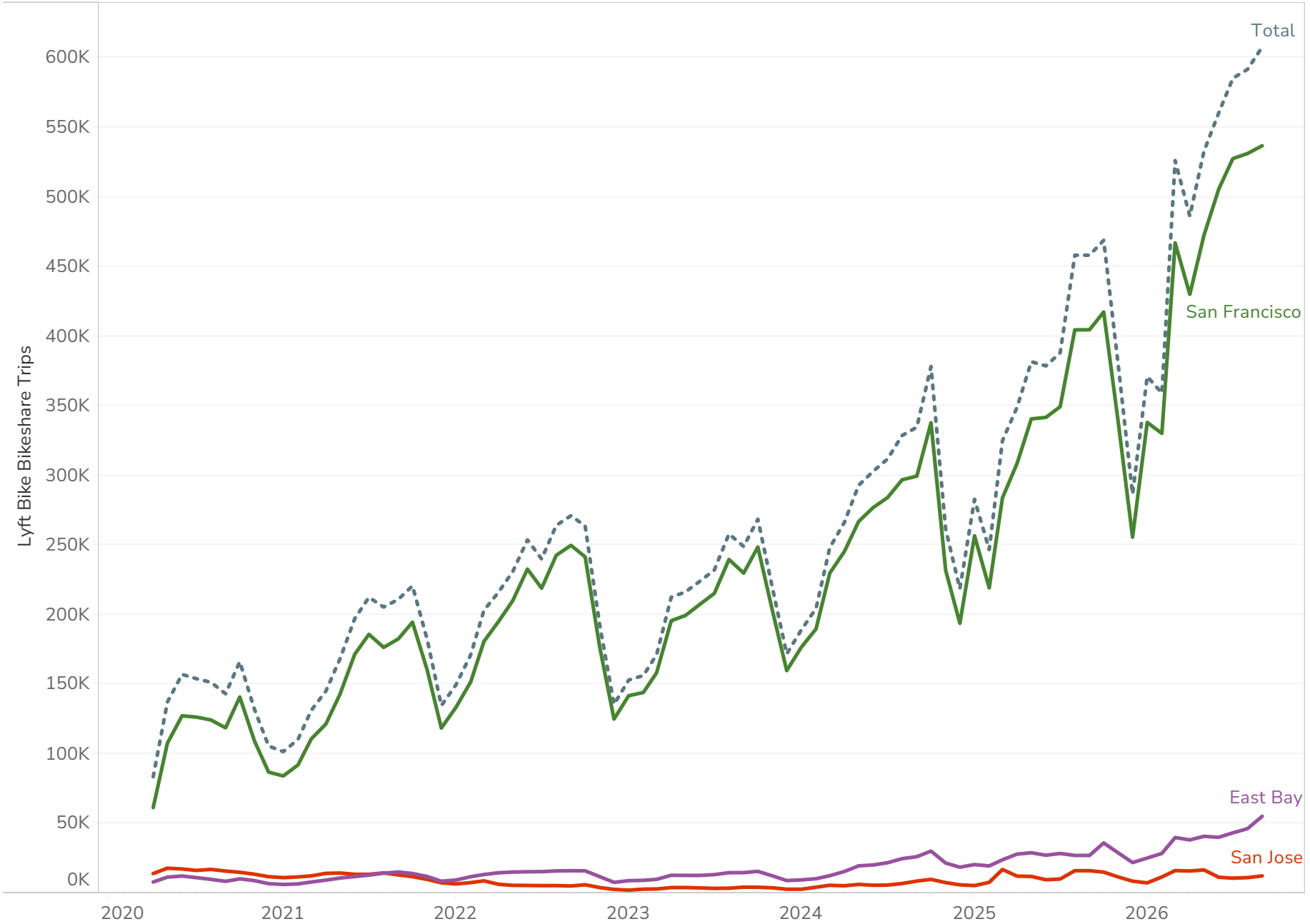
Monthly 511 Users from Different Platforms



Monthly 511 API Users



Monthly Lyft Bike Bikeshare Trips



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

Meeting Minutes

Metropolitan Transportation Commission

Sue Noack, Chair *Stephanie Moulton-Peters, Vice Chair*

Wednesday, September 23, 2026 **9:35 AM** **Board Room - 1st Floor**

Roster:
Sue Noack (Chair), Stephanie Moulton-Peters (Vice Chair),
Margaret Abe-Koga, Eddie Ahn, Candace Andersen,
Marilyn Ezzy Ashcraft, Pat Burt, Noelia Corzo, Victoria Fleming,
Dorene M. Giacopini*+, Alicia John-Baptiste, Barbara Lee, Matt Mahan,
Amber Manfree, Mitch Mashburn, Myrna Melgar, Nate Miley, Doanh Nguyen*,
Gina Papan, Belia Ramos, Libby Schaaf*
***Non-Voting Members**
+Remote per Government Code s. 54953(c)

Chair Noack called the meeting to order at 9:47 a.m.

Commissioner Andersen and Commissioner Miley participated remotely from noticed remote locations.
Commissioner Fleming was absent during the Roll Call and arrived during agenda item 9a.
Non-Voting Commissioners present: Commissioner Giacopini+, Commissioner Nguyen, and Commissioner Schaaf

1. Call to Order / Roll Call / Confirm Quorum

Present: 11 - Commissioner Ahn, Commissioner Andersen, Commissioner Burt, Commissioner Corzo, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Melgar, Commissioner Miley, Chair Noack, Commissioner Papan, and Commissioner Ramos

Absent: 7 - Commissioner Abe-Koga, Commissioner Ashcraft, Commissioner Lee, Commissioner Mahan, Commissioner Manfree, Commissioner Mashburn, and Vice Chair Moulton-Peters

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report

4a. 26-1057 MTC Resolution No. 4369, Revised. Approval of the Executive Director's Performance Evaluation, Associated Compensation Range, and Salary Adjustment.

Action: Commission Approval

Upon the motion by Commissioner John-Baptiste and seconded by Commissioner Corzo, the Commission unanimously adopted MTC Resolution No. 4369 setting the salary of the Executive Director to $432,205.90 annually, effective January 1, 2026. The motion carried by the following vote:

Aye: 10 - Commissioner Ahn, Commissioner Andersen, Commissioner Burt, Commissioner Corzo, Commissioner John-Baptiste, Commissioner Melgar, Commissioner Miley, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 8 - Commissioner Abe-Koga, Commissioner Ashcraft, Commissioner Fleming, Commissioner Lee, Commissioner Mahan, Commissioner Manfree, Commissioner Mashburn and Vice Chair Moulton-Peters

5. MTC ABAG Community Advisory Council Report

5a. 26-1058 MTC ABAG Community Advisory Council Report

Action: Information

Presenter: Carina Lieu, Chair

Chair Lieu gave the report.

6. Executive Director's Report

6a. 26-1059 Executive Director's Report

Action: Information

Presenter: Andrew Fremier, Executive Director

Executive Director, Fremier gave the report.

Aleta Dupree (Team Folds) was called to speak.

7. Commissioner Comments

8. Consent Calendar

Upon the motion by Commissioner Ahn and seconded by Commissioner Papan, the Commission unanimously approved the Consent Calendar by the following vote:

Aye: 10 - Commissioner Ahn, Commissioner Andersen, Commissioner Burt, Commissioner Corzo, Commissioner John-Baptiste, Commissioner Melgar, Commissioner Miley, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 8 - Commissioner Abe-Koga, Commissioner Ashcraft, Commissioner Fleming, Commissioner Lee, Commissioner Mahan, Commissioner Manfree, Commissioner Mashburn and Vice Chair Moulton-Peters

8a. 26-1056 Approval of the Commission Minutes of the August 26, 2026 meeting.

Action: Commission Approval

Presenter: Clerk

Administration Committee (Commission Consent)

8b. 26-1062 MTC Resolution No. 4794. Draft 2026 MTC Title VI Program

Action: Commission Approval

Presenter: Ryan DeCoud

Programming and Allocations Committee (Commission Consent)

8c. 26-1063 MTC Resolution No. 4411, Revised. Regional Measure 3 Goods Movement and Mitigation Programming Amendment

Action: Commission Approval

Presenter: Karl Anderson

8d. 26-1064 MTC Resolution Nos. 3989, Revised; 4505, Revised; and 4540, Revised. Various revisions to the One Bay Area Grant (OBAG 3) Carbon Reduction Program (CRP), and Exchange Programs.

Action: Commission Approval

Presenter: Kate Fosburgh

8e. 26-1066 MTC Resolution Nos. 4510, Revised; and 4674, Revised. Transit Capital Priorities Program Revisions, FY2021-22 through FY2025-26

Action: Commission Approval

Presenter: Max Dunsker

8f. 26-1067 MTC Resolution Nos. 4771, Revised; 4772, Revised; 4773, Revised; and 4774, Revised. Allocation of $44.5 million in FY2026-27 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and Regional Measure 3 (RM3) funds.

Action: Commission Approval

Presenter: Luis Garcia

8g. 26-1068 MTC Resolution Nos. 4519, Revised; and 4529, Revised. An update to the Transit Transformation Action Plan Program of Projects.

Action: Commission Approval

Presenter: Josie Ahrens

Planning Committee (Commission Consent)

8h. 26-1001 Community-Based Transportation Planning (CBTP) Program Evaluation and Revised Guidelines

Action: Commission Approval

Presenter: Janica Mendillo

Regional Network Management Committee (Commission Consent)

8i. 26-1000 MTC Resolution No. 4610, Revised. Regional Network Management Customer Advisory Group Charter - New Member Appointment

Action: Commission Approval

Presenter: Josie Ahrens

Committee Report

9. Programming and Allocations Committee Report (Fleming)

9a. 26-1069 MTC Resolution Nos. 4789; and 4790. Endorsements and Nominations for 2026 State Funding Opportunities: Solutions for Congested Corridors (SCC) and Trade Corridor Enhancement Program (TCEP).

Recommended Commission endorsements for regional nominations for the SCC and TCEP funding programs.

Action: Commission Approval

Presenter: Kenneth Kao

Commissioner Fleming arrived during agenda item 9a.

Roland Lebrun was called to speak.

Upon the motion by Commissioner Fleming and seconded by Commissioner Melgar, the Commission unanimously adopted MTC Resolution Nos. 4789 and 4790. The motion carried by the following vote:

Aye: 11 - Commissioner Ahn, Commissioner Andersen, Commissioner Burt, Commissioner Corzo, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Melgar, Commissioner Miley, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 7 - Commissioner Abe-Koga, Commissioner Ashcraft, Commissioner Lee, Commissioner Mahan, Commissioner Manfree, Commissioner Mashburn and Vice Chair Moulton-Peters

9b. 26-1070 MTC Resolution Nos. 4785; and 4786. 2027 Transportation Improvement Program (TIP) and Transportation-Air Quality Conformity Analysis for the 2027 TIP

Adoption of the 2027 Transportation Improvement Program (TIP) and Transportation-Air Quality Conformity Analysis for the 2027 TIP.

Action: Commission Approval

Presenter: Mallory Atkinson

Upon the motion by Commissioner Fleming and seconded by Commissioner Melgar, the Commission unanimously adopted MTC Resolution Nos. 4785 and 4786. The motion carried by the following vote:

Aye: 11 - Commissioner Ahn, Commissioner Andersen, Commissioner Burt, Commissioner Corzo, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Melgar, Commissioner Miley, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 7 - Commissioner Abe-Koga, Commissioner Ashcraft, Commissioner Lee, Commissioner Mahan, Commissioner Manfree, Commissioner Mashburn and Vice Chair Moulton-Peters

10. Legislation Committee Report (Chair)

10a. 26-1002 MTC Resolution No. 4795, Revised. Draft MTC 2026 Public Participation Plan (PPP) for the San Francisco Bay Area

Adoption of MTC Resolution No. 4795, Revised approving the summary of revisions to the draft MTC 2026 Public Participation Plan for the San Francisco Bay Area and recommendation for approval.

Action: Commission Approval

Presenter: Leslie Lara-Enriquez

Upon the motion by Commissioner Papan and seconded by Commissioner Ramos, the Commission unanimously adopted MTC Resolution No. 4795, Revised. The motion carried by the following vote:

Aye: 10 - Commissioner Ahn, Commissioner Andersen, Commissioner Burt, Commissioner Corzo, Commissioner John-Baptiste, Commissioner Melgar, Commissioner Miley, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 8 - Commissioner Abe-Koga, Commissioner Ashcraft, Commissioner Fleming, Commissioner Lee, Commissioner Mahan, Commissioner Manfree, Commissioner Mashburn and Vice Chair Moulton-Peters

11. Commission Approval

11a. 26-1078 MTC Resolution No. 4792. Regional Transit Federal Funding Initiative in Partnership with the Bay Area Infrastructure Financing Authority (BAIFA)

Authorization for MTC's participation in the Regional Transit Federal Funding Initiative in partnership with BAIFA, including the issuance of up to $500 million in BAIFA Obligations to provide long-term financing for repayment of the interim BART Rail Car Replacement Program obligations, and related actions necessary to implement these activities.

Action: Commission Approval

Presenter: Derek Hansel

Roland Lebrun was called to speak.

Upon the motion by Chair Noack and seconded by Commissioner John-Baptiste, the Commission unanimously adopted MTC Resolution No. 4792. The motion carried by the following vote:

Aye: 11 - Commissioner Ahn, Commissioner Andersen, Commissioner Burt, Commissioner Corzo, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Melgar, Commissioner Miley, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 7 - Commissioner Abe-Koga, Commissioner Ashcraft, Commissioner Lee, Commissioner Mahan, Commissioner Manfree, Commissioner Mashburn and Vice Chair Moulton-Peters

12. Closed Session

12a. 26-1071 Closed Session Public Comment

Action: Information

12b. 26-1072 CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION

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

13. Open Session

13a. 26-1073 Report out of Closed Session

The Commission reconvened in Open Session and Chair Noack reported that there is no reportable action.

14. Public Comment / Other Business

15. Adjournment / Next Meetings:

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

Metropolitan Transportation Commission

Regional Network Management Committee

October 9, 2026 **Agenda Item 2e – 26-2073**

MTC Resolution No. 4662, Revised: Clipper BayPass Phase 2 Pilot – Allocation and Authorization to Distribute Revenues to Transit Operators

Subject:

Amend MTC Resolution No. 4662 to allocate and authorize the distribution of Clipper BayPass Phase 2 Pilot revenues to transit operators for trips taken during the period from December 10, 2025, to June 30, 2026.

Background:

In January 2024, MTC and transit operators jointly launched Phase 2 of the Clipper BayPass Pilot Program. Phase 2 involves selling the Clipper BayPass product to institutions (employers, educational institutions, housing properties, transportation management associations, etc.) around the Bay Area, with the intent that the revenues generated from the sale of the Clipper BayPass are sufficient to reimburse transit operators for all trips taken using Clipper BayPass.

In November 2023, MTC and transit operators signed a Clipper BayPass Participation Agreement which defines roles and responsibilities for MTC and transit operators during the Clipper BayPass Phase 2 Pilot. Under the terms of the Participation Agreement, MTC is responsible for allocating revenue generated from the sale of Clipper BayPass to the transit operators every six months for the duration of the Phase 2 Pilot. MTC staff intend to bring forward these allocations each fall and spring to reimburse operators for Clipper BayPass trips taken in the preceding six months (January to June for fall allocations and July to December for spring allocations).

Status:

This month's action would distribute revenues from the first six months of 2026 to the transit operators. The current period includes data for 22 days from the prior period due to the launch of the Next Generation Clipper System on December 10, 2025. From December 10, 2025 to June 30, 2026, 4,968,386 trips were taken with the Clipper BayPass Phase 2 Pilot transit pass. These trips represent $13,339,568 of reimbursable fare revenue to transit operators. Over that same period, the sales of Clipper BayPass to institutional customers generated contract value revenue

of $10,554,256. The program maintains a cumulative inception-to-date (January 1, 2024 – June 30, 2026) net surplus of $3,300,915. Staff are incorporating higher-than-projected ridership trends into upcoming contract renewals and are closely monitoring individual contract and overall program performance as well as cash flow timing for ongoing program fiscal sustainability. If needed, an additional $5 million of State Transit Assistance - Population-Based funding remains available as a backstop to address funding gaps in program revenues. Details on the amount proposed to be allocated and distributed (by transit operator) are included in Attachment A to MTC Resolution No. 4662.

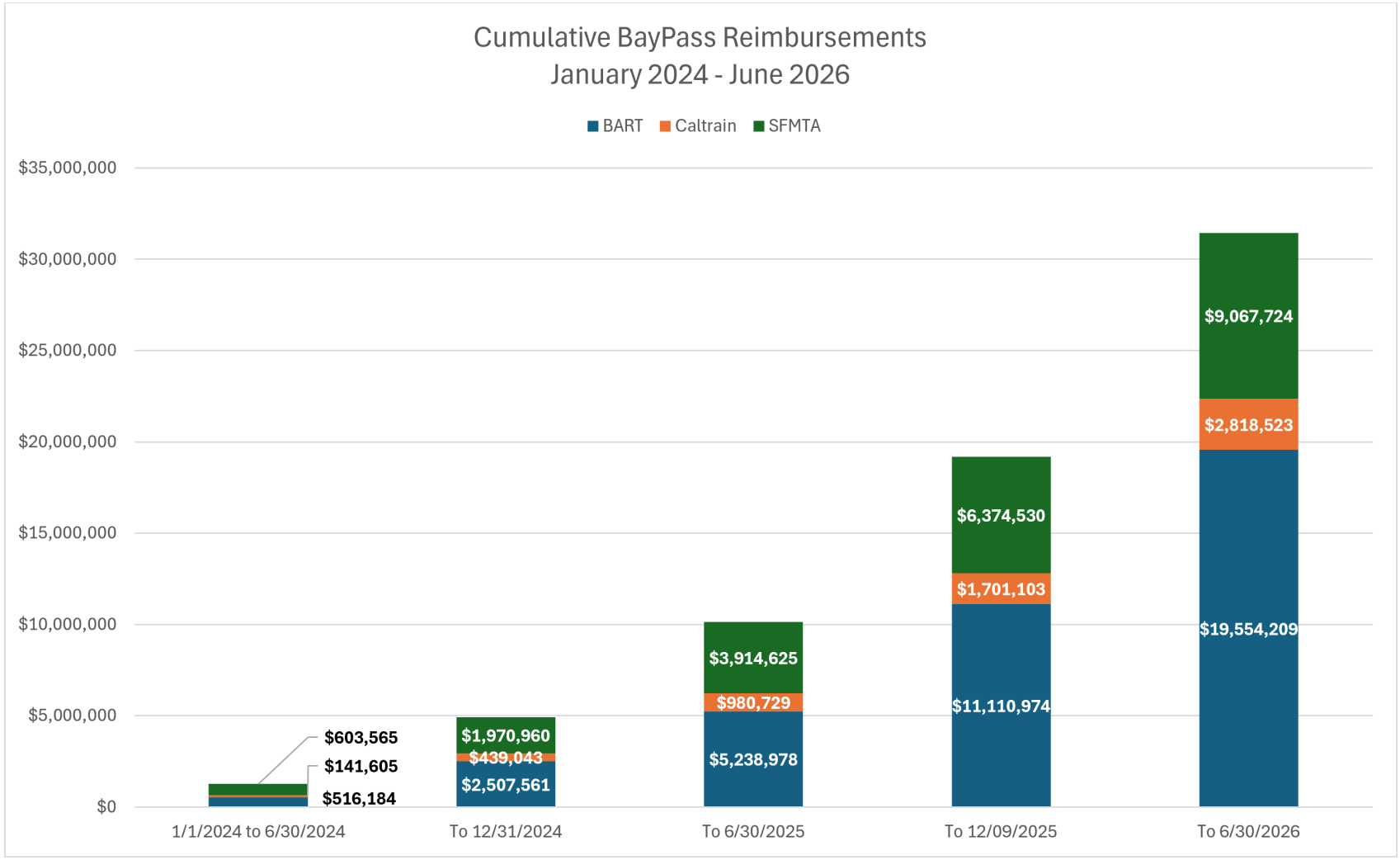
Recommendations:

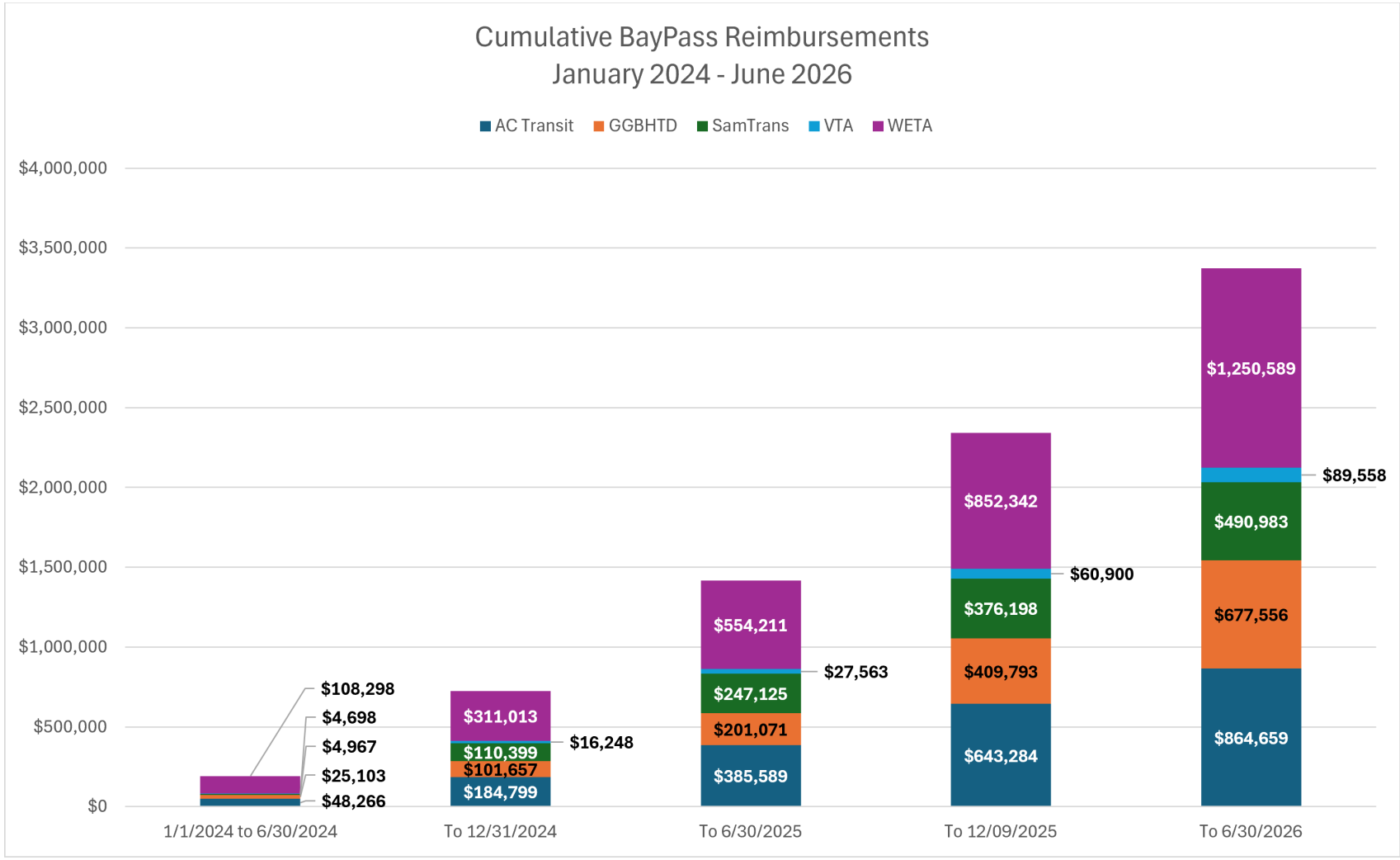
Refer MTC Resolution No. 4662 to the Commission for approval.

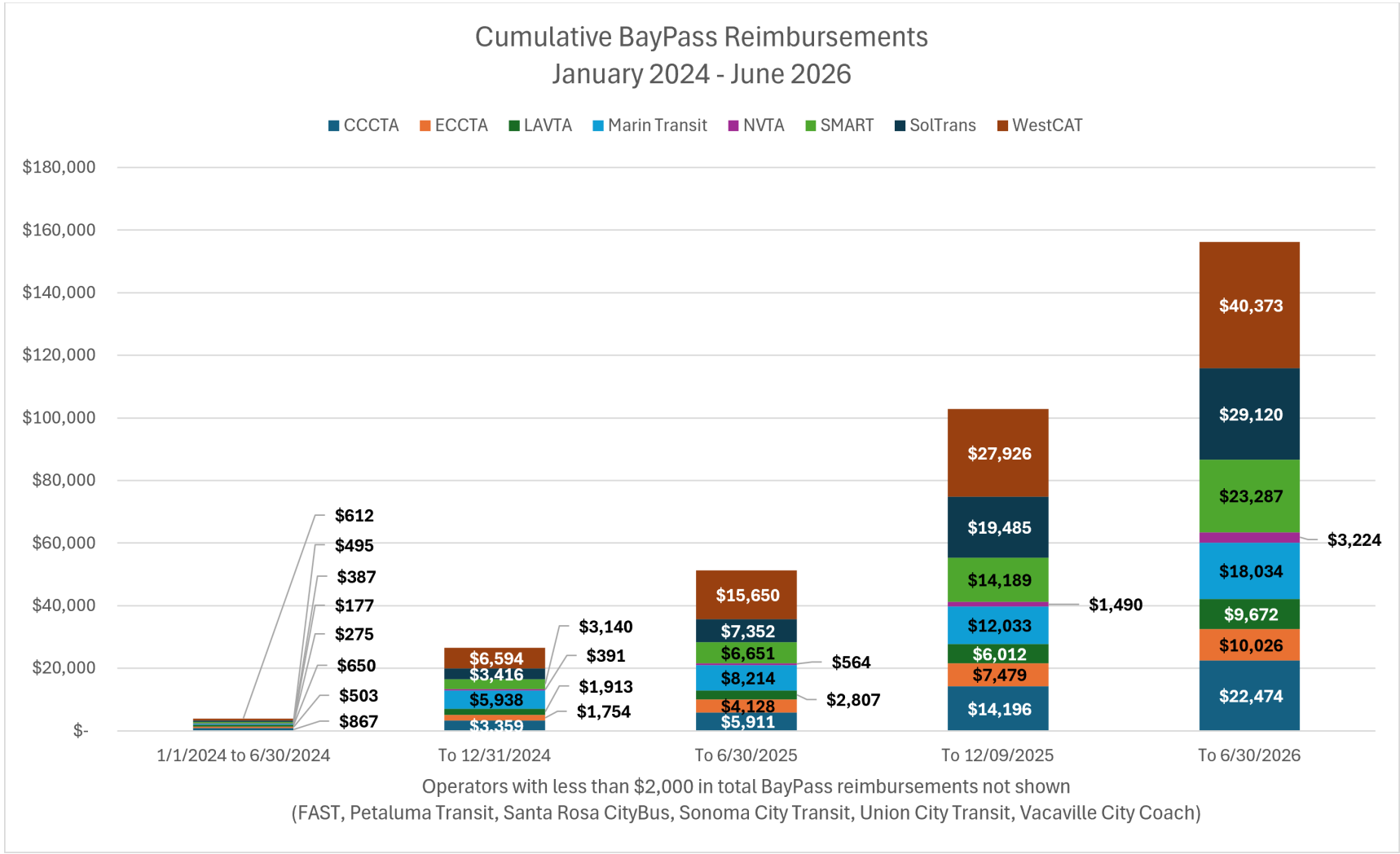
Attachments:

- MTC Resolution No. 4662, Revised
- Attachment A: Cumulative Allocation and Distribution of Revenues by Transit Operator, January 1, 2024 – June 30, 2026

Andrew B. Fremier


Cumulative BayPass Reimbursements
January 2024 - June 2026
BART
Caltrain
SFMTA
$35,000,000
$30,000,000
$25,000,000
$20,000,000
$15,000,000
$10,000,000
$5,000,000
$0
$603,565
$141,605
$516,184
$1,970,960
$439,043
$2,507,561
$3,914,625
$980,729
$5,238,978
$6,374,530
$1,701,103
$11,110,974
$9,067,724
$2,818,523
$19,554,209
1/1/2024 to 6/30/2024
To 12/31/2024
To 6/30/2025
To 12/09/2025
To 6/30/2026


Cumulative BayPass Reimbursements
January 2024 - June 2026
AC Transit
GGBHTD
SamTrans
VTA
WETA
$4,000,000
$3,500,000
$3,000,000
$2,500,000
$2,000,000
$1,500,000
$1,000,000
$500,000
$0
$108,298
$4,698
$4,967
$25,103
$48,266
$311,013
$110,399
$101,657
$184,799
$16,248
$554,211
$247,125
$201,071
$385,589
$27,563
$852,342
$376,198
$409,793
$643,284
$60,900
$1,250,589
$490,983
$677,556
$864,659
$89,558
1/1/2024 to 6/30/2024
To 12/31/2024
To 6/30/2025
To 12/09/2025
To 6/30/2026


Cumulative BayPass Reimbursements
January 2024 - June 2026
CCCTA
ECCTA
LAVTA
Marin Transit
NVTA
SMART
SolTrans
WestCAT
$180,000
$160,000
$140,000
$120,000
$100,000
$80,000
$60,000
$40,000
$20,000
$-
$612
$495
$387
$177
$275
$650
$503
$867
$6,594
$3,416
$5,938
$3,140
$391
$1,913
$1,754
$15,650
$7,352
$6,651
$8,214
$4,128
$5,911
$564
$2,807
$27,926
$19,485
$14,189
$12,033
$6,012
$7,479
$14,196
$1,490
$40,373
$29,120
$23,287
$18,034
$9,672
$10,026
$22,474
$3,224
1/1/2024 to 6/30/2024
To 12/31/2024
To 6/30/2025
To 12/09/2025
To 6/30/2026
Operators with less than $2,000 in total BayPass reimbursements not shown
(FAST, Petaluma Transit, Santa Rosa CityBus, Sonoma City Transit, Union City Transit, Vacaville City Coach)

Date: September 25, 2024
W.I.: 1621
Referred by: RNM
Revised: 4/23/25-C
10/22/25-C
4/22/26-C
10/28/26-C

ABSTRACT

MTC Resolution No. 4662, Revised

This resolution adopts the allocation and distribution of revenues to transit operators collected by MTC from institutional customers for the Clipper BayPass Phase 2 Pilot Program.

The resolution contains the following attachment:

Attachment A – Clipper BayPass Phase 2 Pilot Program Allocations to Operators

This resolution was revised on April 23, 2025 to reflect the allocation of funds to transit operators from the second half of calendar year 2024 (Attachment A).

This resolution was revised on October 22, 2025 to reflect the allocation of funds to transit operators from the first half of calendar year 2025 (Attachment A).

This resolution was revised on April 22, 2026 to reflect the allocation of funds to transit operators from the second half of calendar year 2025 (Attachment A).

This resolution was revised on October 28, 2026 to reflect the allocation of funds to transit operators for the period of December 10, 2025 to June 30, 2026 (Attachment A).

Further information is contained in the Regional Network Management Committee summary sheet dated September 13, 2024, April 11, 2025, October 10, 2025, April 10, 2026, and October 9, 2026.

Date: September 25, 2024
W.I.: 1621
Referred by: RNM

RE: Clipper BayPass Phase 2 Pilot Program - Allocation of Revenues to Transit Operators

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4662

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

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

WHEREAS, MTC, under the terms of the Clipper BayPass Participation Agreement MTC is responsible for entering into contracts with institutional customers for the Clipper BayPass Phase 2 Pilot; and

WHEREAS, as the contract holder for the Clipper BayPass Phase 2 Pilot MTC collects revenue from institutional customers for their purchase the Clipper BayPass transit pass; and

WHEREAS, MTC, under the terms of the Clipper BayPass Participation Agreement MTC is also responsible distributing revenue from the sale of Clipper BayPass to transit operators on a twice yearly basis; and now therefore be it

RESOLVED, that MTC approves the allocation and distribution of revenues from the sale of Clipper BayPass to institutional customers to transit operators as set forth in Attachment A of this Resolution; and be it further

RESOLVED, staff shall return to the Commission to revise this Resolution at least two times per fiscal year to make additional allocations of revenues collected to transit operators for the duration of the Clipper BayPass Phase 2 Pilot.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on September 25, 2024.

Date: September 25, 2024
W.I.: 1621
Referred by: RNM
Revised: 4/23/25-C
10/22/25-C
4/22/26-C
10/28/26-C

Attachment A
MTC Resolution No. 4662

Attachment A: Clipper BayPass Phase 2 Pilot Program - Allocation and Distribution of Revenues by Transit Operator

	1/1/2024 to 6/30/2024	7/1/2024 to 12/31/2024*	1/1/2025 to 6/30/2025*	7/1/2025 to 12/09/2025*	12/10/2026 to 6/30/2026*	7/1/2026 to 12/31/2026*	1/1/2027 to 6/30/2027*	Cumulative to 6/30/26
Allocations of Clipper BayPass Phase 2 Pilot Revenue to Transit Operators								
Transit Operator								
AC Transit	$48,266	$136,532	$200,791	$257,695	$221,375			$864,659
BART	$516,184	$1,991,377	$2,731,417	$5,871,996	$8,443,234			$19,554,209
Caltrain	$141,605	$297,438	$541,686	$720,374	$1,117,420			$2,818,523
CCCTA	$867	$2,492	$2,553	$8,285	$8,278			$22,474
ECCTA	$503	$1,251	$2,374	$3,351	$2,547			$10,026
FAST	$327	$18	$8	$14	$89			$456
GGBHTD	$25,103	$76,554	$99,414	$208,722	$267,763			$677,556
LAVTA	$650	$1,264	$894	$3,205	$3,660			$9,672
Marin Transit	$275	$5,663	$2,275	$3,820	$6,001			$18,034
NVTA	$177	$214	$173	$926	$1,735			$3,224
Petaluma Transit	$1	$0	$0	$0	$0			$1
SamTrans	$4,967	$105,432	$136,727	$129,072	$114,786			$490,983
Santa Rosa CityBus	$4	$68	$114	$232	$271			$688
SFMTA	$603,565	$1,367,395	$1,943,665	$2,459,905	$2,693,194			$9,067,724
SMART	$387	$2,753	$3,512	$7,538	$9,099			$23,287
SolTrans	$495	$2,921	$3,936	$12,134	$9,635			$29,120
Sonoma County Transit	$8	$403	$163	$585	$340			$1,499
Union City Transit	$40	$314	$274	$476	$772			$1,876
Vacaville City Coach	$59	$5	$2	$5	$18			$88
VTA	$4,698	$11,550	$11,315	$33,338	$28,658			$89,558
WestCAT	$612	$5,982	$9,056	$12,276	$12,448			$40,373
WETA	$108,298	$202,716	$243,198	$298,130	$398,248			$1,250,589
Total	**$1,457,089**	**$4,212,340**	**$5,933,546**	**$10,032,077**	**$13,339,568**			**$34,974,620**
Clipper BayPass Phase 2 Pilot Trips								
Trips Taken Using Clipper BayPass Phase 2 Pilot Transit Pass During Period	440,142	1,158,042	1,489,752	4,119,672	4,968,386			12,175,994
Clipper BayPass Phase 2 Pilot Revenue Generated								
Revenue Generated from Invoices Paid by Clipper BayPass Phase 2 Pilot Customers During Period	$3,281,121	$6,396,015	$7,417,251	$10,626,892	$10,554,256			$38,275,535
Clipper BayPass Phase 2 Pilot Remaining Balance								
Balance/Carryover After Allocation/Distribution of Revenues to Operators for Period	$1,824,032	$2,183,675	$1,483,705	$594,816	($2,785,312)			
Cumulative Net Result/Remaining Balance	**$1,824,032**	**$4,007,707**	**$5,491,412**	**$6,086,228**	**$3,300,915**			

*To be allocated via future revision to MTC Resolution 4662.

Metropolitan Transportation Commission
Administration Committee

October 14, 2026 **Agenda Item 3d-26-2161**

MTC Resolution No. 4723, Revised. Establish Data Analyst Classification Series and Amend MTC's Classification Plan

Subject:

Request for authorization to establish a Data Analyst classification series and amend MTC's Classification Plan.

Background:

MTC identified positions within the Planner/Analyst and Technology classification series whose primary duties are not fully captured by the existing classifications in MTC's Classification Plan.

In partnership with Human Resources, Gallagher Benefit Services, Inc. (Gallagher) reviewed the duties, responsibilities, and qualifications associated with these positions. Gallagher's public sector consulting team, who were formerly with Koff & Associates, have completed various research, analysis, and reporting on MTC's organizational structure, protocols and policies, job classifications, and total compensation since 2016.

Based on this analysis, it is recommended that MTC establish a new classification series of Data Analyst to recognize positions primarily responsible for collecting, managing, integrating, and disseminating data in support of agency operations and decision-making. The Data Analyst series will include the following classifications:

- Data Analyst I
- Data Analyst II
- Data Analyst III
- Principal Data Analyst

Following a review of the proposed duties and responsibilities, the Data Analyst classification series has been determined to align with classifications represented by the Committee for Staff Representation (CSR). Accordingly, the Data Analyst classifications will be assigned to the CSR bargaining unit.

Commission approval is requested to establish the Data Analyst classification series and amend the MTC Classification Plan. Related amendments to the 2026-27 pay schedule are included in Resolution 4798, which is being presented separately for Commission consideration.

Next Steps:

Staff will implement the approved Data Analyst classification series continue to maintain and administer the classification plan.

Issues:

None identified.

Recommendations:

Staff recommends that the Commission approve the following actions, effective the pay period beginning November 7, 2026:

- Approve MTC Resolution No. 4723, Revised, to establish the Data Analyst classification series and amend MTC's Classification Plan accordingly.

Attachments:

- MTC Resolution No. 4723, Revised

Andrew B. Fremier

Date: June 25, 2025
Referred By: Administration
Revised: 10/28/26-C

ABSTRACT

Resolution No. 4723, Revised

This resolution sets forth the active classifications and associated salary grades for Metropolitan Transportation Commission's Classification Plan.

Attachment A was revised on October 28, 2026 to add the Data Analyst classification series to the Classification Plan.

Further discussion of this subject is contained in the Summary Sheet dated October 14, 2026.

Date: June 25, 2025
Referred By: Administration

RE: Active classifications and associated salary grades for Metropolitan Transportation Commission's Classification Plan

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4723

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

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

WHEREAS, MTC maintains a Classification Plan that sets forth active classifications and associated salary grades; and

WHEREAS, it is needed to periodically update classifications and associated salary grades in the Classification Plan based on current and future needs of the Agency; and

WHEREAS, labor representatives have met and conferred with the appointed management negotiator regarding modifications to the Classification Plan that fall within mandatory subjects of bargaining under the Meyers-Milias-Brown Act (MMBA);

NOW, THEREFORE, BE IT RESOLVED, that MTC approved the active classifications and associated salary grades within MTC's Classification Plan as is set forth in Attachment A to this resolution, attached hereto and incorporated herein as though set forth in length; and be it further

RESOLVED, that the Executive Director, or their designee, shall approve applicable policies and procedures to effectively administer MTC's Classification Plan.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 25, 2025.

ATTACHMENT A

JOB FAMILY	TITLE	SALARY GRADE
ACCOUNTING/FINANCE	FINANCE TECHNICIAN	5
ACCOUNTING/FINANCE	FINANCIAL ANALYST/ACCOUNTANT I	6
ACCOUNTING/FINANCE	FINANCIAL ANALYST/ACCOUNTANT II	7
ACCOUNTING/FINANCE	FINANCIAL ANALYST/ACCOUNTANT III	8
ACCOUNTING/FINANCE	PRINCIPAL FINANCIAL ANALYST/ACCOUNTANT	9
ATTORNEY	ASSOCIATE COUNSEL I/II	L2
ATTORNEY	DEPUTY GENERAL COUNSEL	L3
ATTORNEY	SENIOR ATTORNEY	L3
ATTORNEY	SENIOR DEPUTY GENERAL COUNSEL	L4
BUILDING SERVICES	GSU ASSISTANT I	2
BUILDING SERVICES	GSU ASSISTANT II	3
BUILDING SERVICES	BUILDING SERVICES ASSISTANT I	4
BUILDING SERVICES	GSU ASSISTANT III	4
BUILDING SERVICES	BUILDING SERVICES ASSISTANT II	5
BUILDING SERVICES	ASSISTANT BUILDING ENGINEER / BUILDING SUPERVISOR	6
BUILDING SERVICES	BUILDING ENGINEER	7
BUILDING SERVICES	BUILDING ADMINISTRATOR	8
BUILDING SERVICES	BUILDING MANAGER	9
COMMUNICATIONS	COMMUNICATIONS SPECIALIST I	6
COMMUNICATIONS	COMMUNICATIONS SPECIALIST II	7
COMMUNICATIONS	COMMUNICATIONS SPECIALIST III	8
COMMUNICATIONS	PRINCIPAL COMMUNICATIONS SPECIALIST	9
CONTRACTS/PURCHASING	CONTRACTS SPECIALIST I	6
CONTRACTS/PURCHASING	CONTRACTS SPECIALIST II	7
CONTRACTS/PURCHASING	CONTRACTS SPECIALIST III	8
CONTRACTS/PURCHASING	PRINCIPAL CONTRACTS SPECIALIST	9
DATA	DATA ANALYST I	6
DATA	DATA ANALYST II	7
DATA	DATA ANALYST III	8
DATA	PRINCIPAL DATA ANALYST	9
DIRECTOR	FINANCE ASSISTANT DIRECTOR	F2
DIRECTOR	DEPUTY FINANCIAL OFFICER	F3
DIRECTOR	ADMINISTRATIVE DIRECTOR	XA
DIRECTOR	DEPUTY DIRECTOR	XA

JOB FAMILY	TITLE	SALARY GRADE
DIRECTOR	SECTION DIRECTOR	XA
DIRECTOR	ASSISTANT DIRECTOR	XB
ENGINEERING	ENGINEER I	6
ENGINEERING	ENGINEER II	7
ENGINEERING	ENGINEER III	8
ENGINEERING	PRINCIPAL ENGINEER	9
EXEC	EXECUTIVE DIRECTOR	X1
EXEC	GENERAL COUNSEL	X2
EXEC	DEPUTY EXECUTIVE DIRECTOR	X3
EXEC	CHIEF FINANCIAL OFFICER	X4
EXEC	CHIEF OPERATING OFFICER	X5
EXEC	CHIEF DEPUTY EXECUTIVE DIRECTOR	X6
EXECUTIVE ADMIN	EXECUTIVE ASSISTANT I	5
EXECUTIVE ADMIN	EXECUTIVE ASSISTANT II	6
EXECUTIVE ADMIN	EXECUTIVE ASSISTANT III	7
HUMAN RESOURCES	HUMAN RESOURCES ANALYST I	6
HUMAN RESOURCES	HUMAN RESOURCES ANALYST II	7
HUMAN RESOURCES	HUMAN RESOURCES ANALYST III	8
HUMAN RESOURCES	PRINCIPAL HUMAN RESOURCES ANALYST	9
LEGAL ASSISTANT	LEGAL ASSISTANT I	5
LEGAL ASSISTANT	LEGAL ASSISTANT II	6
LEGAL ASSISTANT	LEGAL ASSISTANT III	7
MANAGEMENT ANALYST	MANAGEMENT ANALYST I	6
MANAGEMENT ANALYST	MANAGEMENT ANALYST II	7
MANAGEMENT ANALYST	MANAGEMENT ANALYST III	8
MANAGEMENT ANALYST	PRINCIPAL MANAGEMENT ANALYST	9
N/A	INTERN	1
PLANNER/ANALYST	PLANNER/ANALYST I	6
PLANNER/ANALYST	PLANNER/ANALYST II	7
PLANNER/ANALYST	PLANNER/ANALYST III	8
PLANNER/ANALYST	PRINCIPAL PLANNER/ANALYST	9
PROGRAM COORDINATOR	PROGRAM COORDINATOR I	6
PROGRAM COORDINATOR	PROGRAM COORDINATOR II	7
PROGRAM COORDINATOR	PROGRAM COORDINATOR III	8
PROGRAM COORDINATOR	PRINCIPAL PROGRAM COORDINATOR	9
TECHNOLOGY	TECHNOLOGY SPECIALIST	6

JOB FAMILY	TITLE	SALARY GRADE
TECHNOLOGY	TECHNOLOGY ADMINISTRATOR	7
TECHNOLOGY	TECHNOLOGY ANALYST	8
TECHNOLOGY	PRINCIPAL TECHNOLOGY ANALYST	9

Metropolitan Transportation Commission
Programming and Allocations Committee

October 14, 2026 **Agenda Item 2b-26-2166**

MTC Resolution Nos. 3667, Revised and 4721, Revised. Rescission and Reallocation of $1.2 million in Regional Measure 2 (RM2) Capital Funds to the Bay Area Rapid Transit District (BART) and Allocation of $253,000 in RM2 Capital Funds to the Metropolitan Transportation Commission (MTC)

Subject:

Recommended allocation of a net total $253,000 in RM2 capital funds to two projects:

- RM2 Project 31.2, BART Extension to Warm Springs – Rescission of $1.2 million from the right-of-way and construction phases and allocation of $1.2 million to the right-of-way phase to complete environmental mitigation.
- RM2 Project 29.9, Quarry Road Connection at Palo Alto Transit Center Project - $253,000 to MTC for the final design phase from RM2 Project 29 - Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors.

Background:

Voters approved RM2 in 2004 to raise the toll price on state owned bridges by $1 and fund the Regional Traffic Relief Plan, which includes 40 named capital projects.

BART Extension to Warm Springs – Wetland Mitigation Endowment

Under RM2 project 31.2, MTC allocated a total of $174 million to multiple project phases to support delivery of the BART extension to Warm Springs, which was completed and opened for revenue service in 2017. Approximately $1.2 million remains allocated but unspent in right-of-way and construction allocations for this subproject.

The original right-of-way acquisition plan and approvals for the extension to Warm Springs required the establishment of a wetland mitigation site to compensate for impacts of project construction, including an eventual endowment funded by BART to provide for ongoing management, monitoring, maintenance, and protection at the site. BART has established the BART WSX Mitigation Site, prepared a long-term management plan, and received approval by the California Department of Fish and Wildlife of the site and plan with a maintenance endowment amount of approximately $1.6 million if funded in 2026.

BART submitted a request to rescind remaining funds in the right-of-way and construction allocations and reallocate the balance of $1.2 million to BART to fund the wetland endowment. This allocation would enable full spend-down of remaining RM2 funds for the project and support final close out the right-of-way phase. BART will fund the remainder of wetland endowment, and additional right-of-way closeout support costs, with local funds.

Quarry Road Connection Project at Palo Alto Transit Center

RM2 Project 29: Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors set aside funding for bus infrastructure and rolling stock on these bridge corridors. Prior MTC actions set aside approximately $5 million for upcoming Dumbarton corridor bus and transit projects under MTC's Dumbarton Forward program.

In July 2025, MTC allocated $250,000 of these funds to the Quarry Road Connection at Palo Alto Transit Center (PATC) project for environmental and preliminary engineering. This project will construct a new bus-only roadway at the Palo Alto Transit Center to improve bus operations and reduce transit travel times. Additional detail about this project and a conceptual diagram are included in Attachment A.

The project is exempt from CEQA and the City has approved a Notice of Exemption. Preliminary engineering plans were prepared and are anticipated to be finalized in November 2026, after which final design will begin. The City has collaborated with MTC staff on a request for $253,000 in RM2 capital funding for final design, which will also include completion of studies and documentation related to City and Caltrans permitting and approvals.

Regional Compliance and Recommendation

The BART Extension to Warm Springs was completed prior to the adoption of the Complete Streets Policy and Transit Priority Policy for Roadways and is therefore exempt from the policies' requirements.

The Quarry Road Connection project is subject to the requirements of the Complete Streets Policy contained in MTC Resolution No. 4493. A satisfactory complete streets checklist has been submitted for this project.

Staff recommend the commission approve a rescission and reallocation of approximately $1.2 million to BART for the BART Extension to Warm Springs right of way phase and allocation of $253,000 in RM2 funds to MTC for final design of the Quarry Road Connection at Palo Alto Transit Center Project.

Issues:

None identified.

Recommendations:

Refer MTC Resolution Nos. 3667, Revised and 4721, Revised to the Commission for approval.

Attachments:

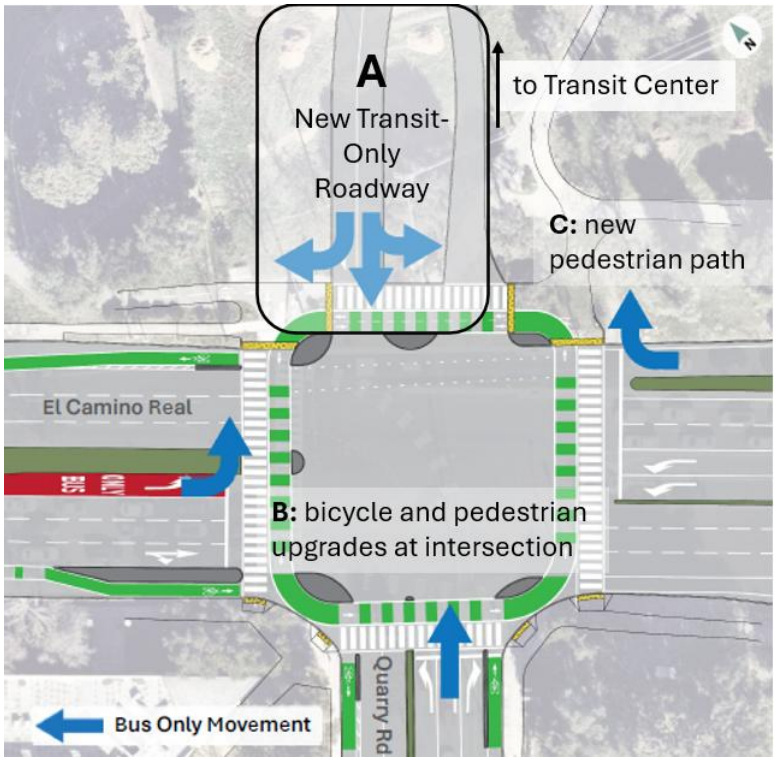
- Attachment A: Quarry Road Connection Project Details
- MTC Resolution No. 3667, Revised
  - Attachment A - D
- MTC Resolution No. 4721, Revised
  - Attachments A – D

Andrew B. Fremier

Quarry Road Connection at Palo Alto Transit Center Project Detail

The Palo Alto Transit Center (PATC) is served by SamTrans, VTA, and Dumbarton Express bus lines and the Stanford University Marguerite shuttle, totaling 600 buses a day. The PATC and University Avenue, currently the only road with access to PATC, are both congested during peak hours.

The Quarry Road Connection at PATC project would construct a new roadway ("A" on diagram below) to allow buses that use the terminal to exit via Quarry Road to El Camino Real rather than circle back through University Avenue. The project will also implement pedestrian and bicycle upgrades at the Quarry Road intersection ("B" on diagram below) and in El Camino Park ("C" on diagram below) to improve safety, access, and connectivity.



The project is estimated to reduce bus transit times by five minutes or more per trip, benefiting both Dumbarton Express buses and other connecting routes used by Dumbarton Express passengers. The project aligns with the Dumbarton Forward goals to improve express bus service and multimodal access in the Dumbarton Bridge corridor.

MTC is the RM2 project sponsor and fund recipient. MTC entered into a funding agreement with the City of Palo Alto, who will implement the project. Stanford University owns the land at PATC and El Camino Park and is partnering with Palo Alto in funding and implementing the project. Palo Alto and Stanford have executed a cost sharing agreement for design of the project and signed a letter of intent setting out intended terms for cost sharing on construction.

Date: December 15, 2004
W.I.: 1255
Referred by: PAC
Revised: 02/25/09-C 07/22/09-C
01/27/10-C 07/28/10-C
07/27/11-C 02/26/14-DA
12/16/15-C 03/25/20-C
10/28/26-C

ABSTRACT

MTC Resolution No. 3667, Revised

This resolution approves the allocation of Regional Measure 2 funds for the BART Extension to Warm Springs Project sponsored and implemented by the San Francisco Bay Area Rapid Transit District.

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet
Attachment B - Project Specific Conditions for Allocation Approval
Attachment C - MTC staff's review of San Francisco Bay Area Rapid Transit District's Initial Project Report (IPR) for this project
Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan
Attachment E - Synopsis of Terms for Funding Agreement

This resolution was revised on February 25, 2009 to allocate $167 million towards the construction of the Fremont Central Park Subway element of the BART to Warm Springs Extension project.

This resolution was revised on July 22, 2009 to rescind $29,093,000 from the prior allocation towards the construction of the Fremont Central Park Subway element owing to contract bid savings on the project.

This resolution was revised on January 27, 2010 to allocate $10.31 million towards the early expenses including soft costs and some materials procurement costs (rail, fiber optic etc.) on the Line, Track, Station and Systems contract for the Warm Springs Extension project.

This resolution was revised on July 28, 2010 to allocate $21.8 million towards the Line, Trackwork, Systems & Station (LTSS) construction and related activities for the Warm Springs Extension project.

This resolution was revised on July 27, 2011, to add conditions to Attachment E specifying principles for addressing any potential construction cost increases on the LTSS segment.

This resolution was revised on February 26, 2014 via Delegated Authority to rescind $2,090,571 from the initial right-of-way phase allocation.

This resolution was revised on December 16, 2015 to rescind approximately $11.4 million in savings from the Fremont Central Park Subway element and to allocate approximately $13.5 million towards the LTSS construction and right-of-way activities for the Warm Springs Extension project.

This resolution was revised on March 25, 2020 to rescind $2,000,000 in savings from the Warm Springs Extension subproject and to allocate these savings to a new subproject for final design of the Irvington BART Station.

This resolution was revised on October 28, 2026 to rescind $634,581 from the construction phase and $545,907.89 from the right-of-way phase of the Warm Springs Extension subproject and to allocate $1,180,488.89 toward the right-of-way – wetland mitigation endowment for the project (RM2 Project #31.2, Attachment A-1 through D-1).

Additional discussion of this allocation is contained in the Executive Director's memorandum to the MTC Programming and Allocations Committee dated December 8, 2004, February 11, 2009, July 8, 2009, January 13, 2010, July 14, 2010, July 13, 2011, December 9, 2015, March 11, 2020, and October 14, 2026.

Date: December 15, 2004
W.I.: 1255
Referred by: PAC

Re: Approval of Allocation of Regional Measure 2 funds for the BART Extension to Warm Springs

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 3667

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by $1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 ("RM2"); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the San Francisco Bay Area Rapid Transit District has submitted a request for the allocation of RM 2 funds for the BART Extension to Warm Springs Project; and

WHEREAS, the BART Extension to Warm Springs Project is identified as capital project number 31 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c); and

WHEREAS, the San Francisco Bay Area Rapid Transit District has submitted an Initial Project Report ("IPR"), as required pursuant to Streets and Highway Code Section 30914(e), to MTC for review and approval; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the San Francisco Bay Area Rapid Transit District is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of the San Francisco Bay Area Rapid Transit District's Initial Project Report (IPR) for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; now, therefore be it

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of the San Francisco Bay Area Rapid Transit District's IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the San Francisco Bay Area Rapid Transit District's complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of the complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on December 15, 2004.

REGIONAL MEASURE 2 PROGRAM
Allocation of Funds

Project Title: BART Extension to Warm Springs
Sponsor: San Francisco Bay Area Rapid Transit Dist.
Project Number: 31.2

Allocation No. 31.2-1

Activities to be funded with Allocation #1:

Relocation of utilites, site preparation and clearance in between Washington Blvd. And Paseo Padre in conjunction with the City of Fremont's grade separation project.

Funding Information:

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
05366701	15-Dec-04	$ 4,000,000	ROW	FY 2004-05	$ 4,000,000
06366702	15-Dec-04	$ 2,000,000	ROW	FY 2005-06	$ 6,000,000
05366701	24-Feb-14	$ (90,571)	ROW	FY 2004-05	$ 5,909,429
06366702	26-Feb-14	$ (2,000,000)	ROW	FY 2005-06	$ 3,909,429

Allocation No. 31.2-2

Activities to be funded with Allocation #2:

This allocation will fund all the below mentioned costs associated with the construction of the Fremont Central Park Subway: (Contract includes a one mile long double track subway box, two trackway transition and ventilation structures associated with the subway as well as a trackway embankment)
1) Direct labor of implementing agency: Including but not limited to planning, engineering, project management, system safety, technical support, community relations and accounting.
2) Capital costs associated with the subway contract.
3) Consultants: Design services during constuction, construction management and community relations.
4) Other Direct Costs: Including but not limited to inventory issues, telephone, office supplies and services and insurance.

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
09366703	25-Feb-09	$ 167,000,000	CON	FY 2008-09	$ 170,909,429
09366703	22-Jul-09	$ (29,093,000)	CON	FY 2008-09	$ 141,816,429
09366703	16-Dec-15	$ (11,408,823.10)	CON	FY 2015-16	$ 130,407,606

Allocation No. 31.2-3

Activities to be funded with Allocation #3:

This allocation will fund below mentioned costs associated with the Line, Trackwork, Station and Systems contract on the Warm Springs Extension project:

A) Soft costs including but not limited to:
1) Transit System Development Engineering and Project Management
2) Design and Design services during Construction
3) Construction Management Oversight

B) Material procurement costs: Rail, Fiber optic etc

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
10366704	27-Jan-10	$ 10,315,957	CON	FY 2009-10	$ 140,723,563

Allocation No. 31.2-4

Activities to be funded with Allocation #4:

This allocation will fund below mentioned costs associated with the Line, Trackwork, Station and Systems (LTSS) contract on the Warm Springs Extension project:

1) Award of the LTSS contract
2) Construction Manangement
3) Design support during construction
4) BART staff support
5) Coordination with other jurisdicational agencies and development of agreements
6) Owner Controlled Insurance Program
7) Community Relations

$2,000,000 in project savings rescinded on 3/25/2020

Allocation Instruction No.	Approval Date	Amount	Phase	Reimbursement Year	Cumulative Total To Date
11366705	28-Jul-10	$ 21,777,043	CON	FY 2010-11	$ 162,500,606
16366706	16-Dec-15	$ 12,472,394.10	CON	FY 2015-16	$ 174,973,000
16366706	25-Mar-20	$ (2,000,000.00)	CON	FY 2015-16	$ 172,973,000
16366706	28-Oct-26	$ (634,581.00)	CON	FY 2015-16	$ 172,338,419

Allocation No. 31.2-5

Activities to be funded with Allocation #5:

Ongoing project right of way activities, including:
-Parcel acquisition
-Processing of relocation claims
-Noise mitigation
-Surveying support
-Property exchanges
-Consolidation mapping and agreement
-Alameda County Water District easements
-City of Fremont easements
-Eminent domain and plat
-Right of way plans
-Appraisal map updates
-Record map updates
-Station site parcel map or ALTA survey and record of survey updates and review

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year		Cumulative Total To Date
16366707	16-Dec-15	$	1,027,000	ROW	FY 2015-16	$	173,365,419
16366707	28-Oct-26	$	(545,907.89)	ROW	FY 2015-16	$	172,819,511

Allocation No. 31.2-6

Activities to be funded with Allocation #6:

Establish and fund the wetland maintenance endowment for the BART WSX Wetland/Riparian Mitigation Site, to fulfill requirements of the BART to Warm Springs right-of-way acquisition and permitting.

Note: Construction on BART to Warm Springs is complete and project opened for revenue service in 2017. The $1.6 million endowment was included in the $890 million funding plan for the project as described in Attachments C and D, which were not revised for this allocation. The endowment will be fully funded with this RM2 allocation and BART Local Funds, and funds are anticipated to be reimbursed before June 2027.

Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year		Cumulative Total To Date
27366708	28-Oct-26	$	1,180,488.89	ROW	FY 2026-27	$	174,000,000

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: The BART Extension to Warm Springs Project
Sponsor: San Francisco Bay Area Rapid Transit District
Project Number: 31.2

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following :

1. Receipt of these funds by the Bay Area Rapid Transit District is conditioned on working cooperatively with MTC and the relevant local jurisdictions to encourage Transit-Oriented Development with the goal of assuring that an appropriate number of residences, jobs, services and other activities will be planned for and located within proximity to the rail service.

2. BART may invoice MTC for eligible project expenses as frequently as monthly, in accordance with the cash flow plan.

3. Utility relocation will be limited to the project boundaries between Paseo Padre and Washington Boulevard.

4. The Bay Area Rapid Transit District (BART) shall spend allocated Traffic Congestion Relief Program (TCRP) funds before RM2 funds on segments of the project where TCRP funds are scoped and eligible. On segments of the project where the TCRP funds are not scoped and eligible, RM2 funds shall be available to proceed with RM2 funding reimbursements.

On February 25, 2009, the Commission approved the following conditions pertaining specifically to Allocation No. 2:

1 ACTIA's allocation of $80 million in Measure B funds towards the construction phase of the project; this allocation is an effort on the part of ACTIA, to advance later year Measure B funds to offset the Proposition 1B shortfall and allow the project to proceed on schedule.

2 The BART board's approval of the Initial Project Report (IPR) and the resolution of project compliance.

3 Execution of a funding agreement between MTC and BART before the contract award, for the Regional Measure 1 90% Rail Reserve East and RM2 funds.

4 BART shall request the State Proposition 1B funds at the earliest time. Once available and approved for allocation towards this project, MTC would rescind the $37 million in RM2 funds which are currently being used as an advance due to the unavailability of State funds.

5 If the bids for the subway construction contract are lower than anticipated, the savings against the MTC and ACTIA allocations would be moved to fund remaining sections of the project at a later time. At the completion of the project, any savings would be split among the local funding partners in amounts proportional to the capital contribution of each agency.

On January 27, 2010, the Commission approved the following conditions pertaining specifically to Allocation No. 3:

1 This allocation is conditioned on the BART Board's approval of the Initial Project Report (IPR) and the resolution of project compliance.

2 If the CTC approves the SLPP funds towards this project in January or February and Caltrans approves the Prop 1B Transit funds in January or February, the Commission may rescind this allocation in part and move to fund remaining sections of the project at a later time.

On July 28, 2010, the Commission approved the following conditions pertaining specifically to Allocation No. 4:

1 Approval of the Initial Project Report (IPR) package by the BART board.

2 Execution of a funding agreement covering RM1, RM2, and AB1171 funds, between MTC and BART prior to the Notice-to-Proceed (NTP) of the Line, Trackwork, Station, and Systems (LTSS) construction contract.

3 All the funding partners maintaining their funding commitment for the estimated $890 million project as outlined in the 2008 revision to MTC Resolution No. 3434, unless agreed otherwise as part of condition #4 below.

4 Funding partners reaching an agreement prior to BART's NTP of the LTSS contract that outlines the distribution of potential total project cost savings or overruns, given disproportionate contributions by partners to date.

On December 16, 2015, the Commission approved the following conditions pertaining specifically to Allocation Nos. 4 and 5:

1 Allocations made on this date are conditioned upon California Transportation Commission approval of reallocation of $1.6 million in State TCRP funds for the Warm Springs project from the Right-of-Way phase to the Construction phase.

RM2 Project Number: 31.2

BART Extension to Warm Springs

Lead Sponsor	**Other Sponsors(s)**	**Implementing Agency** (if applicable)
BART	City of Fremont for Grade Separation Work	BART

Legislated Project Description

Extension of the existing BART system from Fremont to Warm Springs in southern Alameda County. The project would facilitate a future rail service extension to the Silicon Valley.

RM2 Legislated Funding (in $1,000)	**Total Estimated Project Cost (in $1,000)**
Total Overall Funding $186,000 31.1 City of Fremont Grade Separation ($10,000) **31.2 BART Extension to Warm Springs ($174,000)** 31.3 Irvington BART Station ($2,000)	$890,000

Project Purpose and Description

The Warm Springs Extension will add 5.4-miles of new tracks from the existing Fremont Station south to a new station in the Warm Springs District of the City of Fremont, with an optional station to be located approximately midway in the heart of the Irvington District. The optional Irvington Station is dependent upon future funding through the City of Fremont. The project will provide increased transportation capacity for future growth in employment and population in the southern part of the region. The Project, to be implemented via the Design-Build contracting method, will include all necessary interfaces with the operating system at the Fremont Station as well as provision of all facilities, systems and equipment normally associated with BART service. South of the Warm Springs Station, tail-tracks will continue for about 3,000 feet and a small maintenance facility will be constructed.

Funding Description

Commited Funds: Funding is fully committed.

Operating Capacity: BART has included service to this project in its future operating budget.

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in $1,000)
1	Final Environmental Document	01/2002	10/2006	$8,713
2	Plans, Specifications and Estimates	12/2002	06/2010	$36,126
3	Right-of-Way	04/2002	06/2016	$79,317
4	Construction	05/2009	06/2016	$765,844
			Total:	**$890,000**

December 15, 2004
Attachment C-1
MTC Resolution No. 3667
Revised: 02/25/09-C
01/27/10-C 07/28/10-C
02/26/14-DA 12/16/15-C

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	BART to Warm Springs Extension	**Project No.**	31.2
Lead Sponsor	BART		

Fund Source	Phase	Prior	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	Future	Total
Committed												
State TCRP	ENV/PE	42,676										42,676
ACCMA TIP	ENV	2,163										2,163
State TCRP	ROW	38,081							(1,700)			36,381
Alameda Measure B	ROW	38,000										38,000
RM2	ROW	3,909							1,027			4,936
RM2	Construction		20,000	40,000	35,000	30,000	20,000	13,575	12,489			171,064
RM1	Construction				5,000	25,000	30,000	53,000				113,000
AB 1171	Construction							5,000				5,000
Prop 1B/MTC Spillover	Construction		20,000	20,000								40,000
SLPP (MTC/ACTIA/VTA)	Construction	36,712	20,403	19,887	8,288	6,790						92,080
BART	Construction	2,563	2,755	3,454	3,644	2,722	1,500	362	7,000			24,000
ACCMA STIP	Construction										69,000	69,000
MTC/ACTIA/BART Advance	Construction										54,000	54,000
State TCRP	Construction	19,500							1,700			21,200
Alameda Measure B	Construction		25,000	35,000	40,000	35,000	25,000	16,500				176,500
Total:		183,604	88,158	118,341	91,932	99,512	76,500	88,437	20,516	-	123,000	890,000
Uncommitted												
										0	0	0
Total:		0	0	0	0	0	0	0	0	0	0	0
Total Project Committed and Uncommited												
		Prior	**2009-10**	**2010-11**	**2011-12**	**2012-13**	**2013-14**	**2014-15**	**2015-16**	**2016-17**	**Future**	**Total**
Total:		183,604	88,158	118,341	91,932	99,512	76,500	88,437	20,516	0	123,000	890,000

REGIONAL MEASURE 2 PROGRAM
Project Cash Flow Plan

Project Title: BART Extension to Warm Springs
Sponsor: San Francisco Bay Area Rapid Transit District
RM2 Project Number: 31.2

RM2 Project # 31.2	PRIOR	FY 2015-16	Future	TOTAL
RM2 Funds Total	***141,068,000***	***34,932,000***	***-***	***176,000,000***
Environmental (ENV)	**8,713,000**	**0**	**0**	**8,713,000**
State TCRP	6,550,000			6,550,000
ACCMA TIP	2,163,000			2,163,000
				0
				0
				0
Final Design (PS&E)	**36,126,000**	**0**	**0**	**36,126,000**
State TRCP	36,126,000			36,126,000
				0
				0
				0
				0
Right of Way	**77,748,000**	**1,569,000**	**0**	**79,317,000**
RM 2	3,909,000	1,027,000	0	4,936,000
Alameda County Measure B	38,000,000			38,000,000
State TCRP	35,839,000	542,000		36,381,000
				0
				0
Construction	**657,890,000**	**107,954,000**	**0**	**765,844,000**
RM2	137,159,000	33,905,000		171,064,000
Alameda County Measure B	169,700,000	6,800,000		176,500,000
ACCMA STIP	69,000,000			69,000,000
AB1171	472,000	4,528,000		5,000,000
RM1	71,359,000	41,641,000		113,000,000
Prop 1B/MTC Spillover	36,400,000	3,600,000		40,000,000
SLPP (MTC/ACTIA/VTA)	83,700,000	8,380,000		92,080,000
MTC/ACTIA/BART Advance	54,000,000			54,000,000
State TRCP	19,500,000	1,700,000		21,200,000
BART	16,600,000	7,400,000		24,000,000
				0
TOTAL FUNDING				0
Environmental	8,713,000	0	0	**8,713,000**
Final Design (PS&E)	36,126,000	0	0	**36,126,000**
Right of Way	77,748,000	1,569,000	0	**79,317,000**
Construction	657,890,000	107,954,000	0	**765,844,000**
PROJECT TOTAL	780,477,000	109,523,000	0	**890,000,000**

Date: February 25, 2009
W.I.: 1255
Referred by: PAC
Revised: 07/27/11-C

Attachment E
Resolution No. 3667
Page 1 of 2

Synopsis of Terms for Funding Agreement

Subway Segment

BART shall agree:
1. To complete the project described in its updated Initial Project Report, through its contractor.
2. That it shall not award the subway construction contract until MTC and BART agree to the terms of the funding agreement, including specific cash flow projections for bridge toll funds.
3. To comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 funds received under the funding agreement in addition to the RM2 funds be subject to MTC Resolution No. 3636 as revised.

MTC shall agree to provide BART an amount not to exceed $167,000,000 in RM2 funds and $20,000,000 in RM1 90% Rail Reserve East Funds.

LTSS Segment

BART shall agree:
1. To complete the project described in its updated Initial Project Report, through its contractor.
2. That it shall not award the construction contract until MTC and BART agree to the terms of the funding agreement, including specific cash flow projections for bridge toll funds.
3. To comply with all provisions of MTC Resolution No. 3636, Revised and that any RM1 and AB1171 funds received under the funding agreement in addition to the RM2 funds be subject to MTC Resolution No. 3636 as revised.

MTC shall agree to provide BART an amount not to exceed $21,777,043 in RM2 funds and $113,000,000 in RM1 90% Rail Reserve East Funds, and $5,000,000 in AB1171 funds.

Mutually Agreed:
- The approved BART to Warm Springs LTSS construction plus soft cost, as of June 2011, totals $437 million, which includes a 12.4% contingency. The 12.4% contingency is a reduction of approximately $10 million from the 15% contingency previously estimated by BART to be required for successful completion of the LTSS phase. While this amount is within the financial envelope of $890 million, it is higher than the currently identified and available funding.
- Bridge Tolls, Measure B, State Proposition 1B, BART, and VTA Measure A funds total $421 million.

- Roughly $16 million from the Right of Way phase and Central Park Subway segment combined can be assigned to the LTSS funding plan based on identified cost savings and budget adjustments as of June 2011.
- BART and the funding partners have agreed to proceed with the project using the available funding.
- Principles for addressing construction costs up to the $10 million difference between approved project cost and available funding include, in priority order:
    1. Apply any additional savings from the Right of Way phase or Subway Segment after June 2011;
    2. Apply any savings from the LTSS construction contract or soft costs; and
    3. If additional funding is still needed, direct SFO net operating surplus revenues and Alameda STIP funds or other funds under the control of the Alameda County Transportation Commission to the project, in equal shares to the original funding plan adopted in September 2008 (44% and 56%, respectively).
- Should unexpected changes to the LTSS funding plan or costs occur beyond the $10 million described above, the funding partners would need to agree on new principles for delivering the LTSS phase.

Date: July 23, 2025
W.I.: 1255
Referred by: PAC
Revised: 10/28/26-C

ABSTRACT

MTC Resolution No. 4721, Revised

This resolution approves the allocation of Regional Measure 2 funds for the Dumbarton Forward suite of projects, an element of the Regional Measure 2 Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors program, sponsored by AC Transit, Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and the Metropolitan Transportation Commission (MTC).

This resolution includes the following attachments:

Attachment A - Allocation Summary Sheet
Attachment B - Project Specific Conditions for Allocation Approval
Attachment C - Project Details, Funding Plan, and Schedule
Attachment D - RM2 Deliverable/Useable Segment Cash Flow Plan

This resolution allocates $250,000 in RM2 funds to MTC for preparation of environmental documents and advanced preliminary engineering for the Quarry Road Connection at the Palo Alto Transit Center Project (RM2 Project #29.9).

This resolution was revised on October 28, 2026 to allocate $253,000 in RM3 capital funds to MTC for final design of the Quarry Road Connection at the Palo Alto Transit Center Project (RM2 Project #29.9, Attachments A-1 through D-1).

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheets dated July 9, 2025 and October 14, 2026.

Date: July 23, 2025
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 2 funds for Dumbarton Forward projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4721

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by $1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 ("RM2"); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the Dumbarton Forward project is an element of the Regional Measure 2 Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors program, identified as capital project number 29 under RM 2 and is eligible to receive RM 2 funding as identified in Streets and Highways Code Sections 30914(c)(29); and

WHEREAS, the Alameda Contra Costa Transit (AC Transit), Alameda County Transportation Commission, the Dumbarton Bridge Regional Operations Consortium member agencies, and MTC are the co-sponsors for the Regional Express Bus Service for San Mateo, Dumbarton, and Bay Bridge Corridors program, and MTC will be the lead project sponsor and implementing agency for the Dumbarton Forward projects; and

WHEREAS, MTC has submitted a request for the allocation of RM 2 funds for Dumbarton Forward projects; and

WHEREAS, MTC has prepared an Initial Project Report (IPR), as required pursuant to Streets and Highway Code Section 30914(e); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which MTC is requesting RM2 funding and the reimbursement schedule and amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM2 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of the Initial Project Report ("IPR") for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM2 funds and complementary funding for the deliverable/useable RM2 project segment; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of the IPR for this project as set forth in Attachment C; and be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM2 funds in accordance with the amount and reimbursement schedule for the phase, and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon compliance with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution 3636; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and be it further

RESOLVED, that reimbursement of RM2 funds as set forth in Attachment A is subject to the availability of RM2 funding; and be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California and at other
remote locations on July 23, 2025.

REGIONAL MEASURE 2 PROGRAM
Allocation of Funds

Project Title: Quarry Road Connection at Palo Alto Transit Center
Sponsor: Metropolitan Transportation Commission
Project Number: 29.9

Activities to be funded with Allocation #1: Environmental and Advanced Preliminary Engineering						
Preparation of the environmental documents and preliminary engineering through 65% design plans for a direct connection between the Palo Alto Transit Center (PATC) and El Camino Real via an extension of Quarry Road, to improve bus access and circulation at the PATC and improve travel times, and associated bicycle and pedestrian improvements.						
Funding Information:						
Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
26472101	23-Jul-25	$	250,000	PAED	FY 2025-26	$ 250,000

Activities to be funded with Allocation #2: Plans, Specifications, and Estimates						
All work through final design, including preparation of draft and final Plans, Specifications, and Estimates (PS&E) plan set, constructability review, Caltrans documentation, and stormwater report to meet City of Palo Alto requirements.						
Funding Information:						
Allocation Instruction No.	Approval Date		Amount	Phase	Reimbursement Year	Cumulative Total To Date
27472102	28-Oct-26	$	253,000	PSE	FY 2026-27	$ 503,000

REGIONAL MEASURE 2 PROGRAM
Project Specific Conditions

Project Title: Quarry Road Connection at Palo Alto Transit Center
Sponsor: Metropolitan Transportation Commission
Project Number: 29.9

The allocation and reimbursement of RM2 funds for the above project are conditioned upon the following:

1. None

RM2 Project Number: 29.9

Quarry Road Connection at Palo Alto Transit Center

Lead Sponsor	**Other Sponsors(s)**	**Implementing Agency** (if applicable)
Metropolitan Transportation Commission		Metropolitan Transportation Commission

Legislated Project Description

Regional Express Bus Service and Operational Improvements for San Mateo, Dumbarton, and Bay Bridge Corridors. Expand park and ride lots, improve HOV and express lane access, construct ramp improvements, purchase rolling stock, deploy corridor management technologies, and improve transit and carpooling between the East Bay and San Francisco.

RM2 Legislated Funding (in $1,000)	**Total Estimated Project Cost (in $1,000)**
Total Project 29 Funding $55,158 29.9 Quarry Road Connection at Palo Alto Transit Center ($1,000) 29.X Dumbarton Forward Reserve ($4,027)	$5,506

Project Purpose and Description

Construct a direct connection between the Palo Alto Transit Center (PATC) and El Camino Real via an extension of Quarry Road, to improve bus access and circulation at the PATC and improve travel times.

Funding Description

Committed Funds: RM2 bridge toll funds, City of Palo Alto/Stanford Medical Center Development Agreement, Stanford University

Uncommitted Funds: City of Palo Alto/Stanford Medical Center Development Agreement, Stanford University, SMCTA Regional Transit Connection Program

Operating Capacity: Palo Alto and Stanford have negotiated a Letter of Intent in which the City has agreed to be responsible for maintenance and landscaping while Stanford will cover the cost of the maintenance work, up to $80,000 annually

Overall Project Cost and Schedule

Phase	Scope	Start	End	Cost (in $1,000)
1	Environmental Document/Preliminary Engineering	09/2025	05/2026	$500
2	Designs, Plans, Specs, & Estimates	11/2026	02/2027	$506
3	Right-of-Way Acquisition	N/A	N/A	N/A
4	Construction	09/2027	09/2028	$4,500
			Total:	**$5,506**

July 23, 2025
Attachment C
MTC Resolution No. 4721
Revised: 10/28/26-C

Total Project Funding Plan: Committed and Uncommitted Sources

(Amounts Escalated in Thousands)

Project Title	Quarry Road Connection at Palo Alto Transit Center	**Project No.**	29.9
Lead Sponsor	Metropolitan Transportation Commission		

Fund Source	Phase	Prior	2025-26	2026-27	2027-28	2028-29			Future	Total
Committed										
RM2	ENV/PE		250.0							250
Palo Alto - SUMC Development Agreement	ENV/PE		125.0							125
Stanford University	ENV/PE		125.0							125
RM2	PSE			253.0						253
Palo Alto - SUMC Development Agreement	PSE			126.5						127
Stanford University	PSE			126.5						127
RM2	CON				497.0					497
Palo Alto - SUMC Development Agreement	CON				248.5					249
Stanford University	CON				248.5					249
Total:		-	500	506	994	-	-	-	-	2,000
Uncommitted										
Stanford University	CON				2,206.0					2,206
Palo Alto - SUMC Development Agreement	CON				800.0					800
SMCTA Regional Transit Connection Progra	CON				500.0					500
Total:		0	0	0	2,206	0	0	0	0	$ 3,506
Total Project Committed and Uncommitted										
		Prior	**2025-26**	**2026-27**	**2027-28**	**2028-29**			**Future**	**Total**
Total:		0	500	506	3,200	0	0	0	0	$ 5,506

REGIONAL MEASURE 2 PROGRAM
Project Cash Flow Plan

Project Title: Quarry Road Connection at Palo Alto Transit Center
Sponsor: Metropolitan Transportation Commission
RM2 Project Number: 29.9

(amounts escalated in thousands)

RM2 Project No. 1.1	PRIOR	2025-26	2026-27	2027-28	2028-29	2029-30	FUTURE	TOTAL
RM2 Funds Total	***0.0***	***136.6***	***366.4***	***372.7***	***124.3***	***0.0***	***0.0***	***1,000.0***
PA/ED	**0.0**	**273.2**	**226.8**	**0.0**	**0.0**			**500.0**
RM2		136.6	113.4					250.0
Palo Alto - Stanford Medical Center Development Agreement		68.3	56.7					125.0
Stanford University		68.3	56.7					125.0
Final Design (PS&E)	**0.0**	**0.0**	**506.0**	**0.0**	**0.0**	**0.0**	**0.0**	**506.0**
RM2			253.0					253.0
Palo Alto - Stanford Medical Center Development Agreement			126.5					126.5
Stanford University			126.5					126.5
Right of Way	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**	**0.0**
								0.0
Construction	**0.0**	**0.0**	**0.0**	**3,375.0**	**1,125.0**	**0.0**	**0.0**	**4,500.0**
RM2				372.7	124.3			497.0
Palo Alto - Stanford Medical Center Development Agreement				786.4	262.1			1,048.5
Stanford University				1,840.9	613.6			2,454.5
SMCTA Regional Transit Connection				375.0	125.0			500.0

TOTAL FUNDING								
Environmental	0	273	227	0	0	0	0	**500**
Final Design (PS&E)	0	0	506	0	0	0	0	**506**
Right of Way	0	0	0	0	0	0	0	**0**
Construction	0	0	0	3,375	1,125	0	0	**4,500**
PROJECT TOTAL	0	273	733	3,375	1,125	0	0	5,506

Metropolitan Transportation Commission
Programming and Allocations Committee

October 14, 2026 **Agenda Item 2c-26-2167**

MTC Resolution Nos. 4505, Revised and 3989, Revised.

Subject:
Various revisions to the One Bay Area Grant (OBAG 3) and MTC Exchange Programs, including redirecting $17.8 million from MTC's Regional Communications Infrastructure Upgrade and $1.2 million from MTC's Regional Transportation Demand Management (TDM) balances to various projects, and programming $5.4 million from MTC's Smart Transbay Transit program to WestCAT for Transit Signal Priority (TSP) System Upgrades and MTC for Bay Bridge Forward.

Background:
The OBAG 3 program establishes the policy and programming framework for federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for FY 2027 through FY 2030.

MTC's fund exchange program provides local funds to deliver priority projects within the broader OBAG framework. The program facilitates funding agreements with partner agencies to exchange federal STP/CMAQ funds with non-federal local funds. These exchanges do not increase the total amount of funds available to the region but enable MTC to support key investments within the OBAG policy framework that are ineligible for STP/CMAQ funds.

This month, staff recommend the following revisions to the OBAG 3 and Exchange programs.

Strategic Reinvestment of Regional Program Balances
Staff recommend reprogramming approximately $19 million in available balances from two OBAG 3 Regional Programs: $17.8 million from the Regional Communications Infrastructure Upgrade program and $1.2 million from the Regional Transportation Demand Management (TDM) program. These unspent balances have not yet been programmed to specific activities due to a combination of changes in project delivery approaches and provide an opportunity to strategically bolster the OBAG 4 Regional Program to address priorities identified by partner agencies and the Commission.

Throughout the OBAG 4 engagement and development process, partner agencies consistently emphasized the need for additional investment in transit transformation initiatives and active transportation. Redirecting these OBAG 3 balances to these areas responds to partner feedback, builds upon existing and planned regional programs, and accelerates the implementation of high-priority projects.

Staff recommend redirecting the $19 million in available OBAG 3 funds to new and ongoing regional initiatives below that advance priorities identified through the development of the

OBAG 4 Regional Program, which is also being considered separately at this Committee under **Agenda Item 3a**:

- Transit Transformation: Transit Priority ($10 million): Funds will supplement $4.1 million remaining in OBAG 3 as well as $6 million proposed in OBAG 4 for Transit Priority.
- Transit Transformation: Mapping and Wayfinding ($4.3 million): Funds will supplement $5.6 million remaining in OBAG 3 as well as $19 million proposed in OBAG 4 for Mapping and Wayfinding.
- Active Transportation/Regional Trails Technical Assistance ($1.5 million): Funds will supplement $5 million proposed in OBAG 4 for Active Transportation and Regional Trails. As part of this action, staff recommend changing the fund source from federal STP/CMAQ to non-federal MTC exchange funds to address eligibility constraints.
- Regional Bikeshare ($1 million): Funds will supplement $6 million proposed in OBAG 4 for Regional Bikeshare. As part of this action, staff recommend changing the fund source from federal STP/CMAQ to non-federal MTC exchange funds to address eligibility constraints.
- Regional TDM Implementation ($2.2 million): Funds to implement activities prioritized in the Regional TDM Roadmap currently under development and will supplement $11 million proposed in OBAG 4 for Regional TDM.

Smart Transbay Transit

In November 2024, the Commission programmed $5.4 million in OBAG 3 funds to implement strategies resulting from MTC's Smart Transbay Transit preliminary engineering phase. With the preliminary engineering phase now complete, staff recommend programming these funds to three specific projects best positioned for delivery of the recommended strategies:

- WestCAT TSP System Upgrade ($750,000)
- MTC Bay Bridge Forward: Preliminary Engineering ($2.6 million)
- MTC Bay Bridge Forward: I-80 Localized Transit Priority/HOV Strategies ($2 million)

Issues:

None.

Recommendations:

Refer MTC Resolution No. 4505, Revised to the Commission for approval. Resolution No. 3989 is proposed for additional revisions under Agenda Item 2f, and is included once under that item

with all proposed revisions. Only applicable items approved by the Committee will be referred to the Commission.

Attachments:

- MTC Resolution No. 4505, Revised
  - Attachment B-1
- MTC Resolution No. 3989, Revised
  - Attachment B

Andrew B. Fremier

Date: January 26, 2022
W.I.: 1512
Referred by: PAC
Revised: 02/23/22-C 03/23/22-C 06/22/22-C
09/28/22-C 10/26/22-C 11/16/22-C
01/25/23-C 02/22/23-C 03/22/23-C
04/26/23-C 05/24/23-C 06/28/23-C
07/26/23-C 09/27/23-C 10/25/23-C
11/15/23-C 12/20/23-C 02/28/24-C
03/27/24-C 04/24/24-C 05/22/24-C
06/26/24-C 07/24/24-C 09/25/24-C
11/20/24-C 12/18/24-C 01/22/25-C
02/26/25-C 06/25/25-C 09/24/25-C
10/22/25-C 11/19/25-C 12/17/25-C
02/25/26-C 03/25/26-C 04/22/26-C
06/24/26-C 09/23/26-C 10/28/26-C

ABSTRACT

Resolution No. 4505, Revised

Adoption of the project selection and programming policies for the third round of the One Bay Area Grant program (OBAG 3). The project selection and programming policies contain the project categories that are to be funded with various fund sources, including federal surface transportation act funding assigned to MTC for programming, to implement the Regional Transportation Plan (*Plan Bay Area 2050*) and to be included in the federal Transportation Improvement Program (TIP) for the OBAG 3 funding delivery period.

The resolution includes the following attachments:

Attachment A – OBAG 3 Project Selection and Programming Policies
Attachment B – OBAG 3 Project Lists

With the adoption of the project selection and programming policies, Attachments B-1 and B-2 program $8,300,000 to Regional Planning Activities, $37,200,000 for OBAG 3 Program and Project Implementation, and $4,000,000 for Program and Project Implementation for transit transformation activities within the Planning and Program Implementation Regional Program; and $35,157,000 for CTA Planning Activities within the Planning and Program Implementation County & Local Program.

On February 23, 2022, Attachment B-1 was revised to program $30,000,000 in OBAG 3 Regional Multimodal Systems Operations and Performance Program funds to the Clipper C2 Capital project as part of an alternative funding plan for the project's Regional Measure 3 (RM3) funds.

On March 23, 2022, Appendix A-1 was added to incorporate guidelines for the County and Local Program call for projects.

On June 22, 2022, Attachments A, B-1, B-2, and Appendix A-1 were revised to further define program categories and program $80,800,000 million to various projects within the Regional Program, including $31,600,000 for Transit Transformation Action Plan programs and $7 million for future SamTrans projects as part of a Caltrain right-of-way (ROW) repayment arrangement; program $11,762,000 for ongoing Safe Routes to School Non-Infrastructure programs within the County & Local Program; add $7,000,000 in additional anticipated revenues to the Regional Program; and clarify language related to local policy requirements and project eligibilities within the County & Local Program.

On September 28, 2022, Attachments B-1 and B-2 were revised to program $14,000,000 to 511 Traveler Information Services within the Regional Travel Demand Management (TDM) Program, $1,280,000 in the Regional Vision Zero/Safety Program for Local Roadway Safety Plan Development, $2,500,000 for Bay Trail Planning, Delivery, and Technical Assistance projects within the Regional Active Transportation Plan Implementation Program, and $86,900,000 to various projects within the Multimodal Systems Program; assign $7,000,000 in Multimodal Systems Program funds previously committed to SamTrans as part of MTC's Caltrain Right-of-Way repayment to SamTrans' Preventative Maintenance project; and add $620,000 in County & Local Program funds to San Mateo C/CAG's Safe Routes to School Non-Infrastructure Program project.

On October 26, 2022, Attachments B-1 and B-2 were revised to program $43,800,000 within the Climate Initiatives Program, $25,000,000 within the Growth Framework Implementation program, $18,166,000 in County & Local Program for CTA Planning Activities, and $7,613,000 in County & Local Program funds to Alameda County Transportation Commission's Safe Routes to School Non-Infrastructure Program.

On November 16, 2022, Attachment B-1 was revised to program $6,000,000 from the Regional Active Transportation Plan Implementation balance to two Bay Skyway projects: $1,900,000 to MTC's West Oakland Link and $4,100,000 to SFCTA's Yerba Buena Island Multi-Use Path.

On January 11, 2023, Attachments B-1 and B-2 and Appendix A were revised to program $301,682,000 in County & Local Program funds to various projects throughout the region, and $300,000 to MTC's Active Transportation Technical Assistance Program within the Regional Complete Streets and Community Choice Program; and to clarify programming policy requirements for OBAG 3 projects involved in local fund exchanges.

On February 22, 2023, Attachment B-1 was revised to direct $20,000,000 within the Climate Initiatives program to MTC for Bay Wheels Bikeshare E-Bike Expansion; and revise the name of MTC's Regional Carpool Program to Regional Carpool/Vanpool Program to reflect the full scope of the program.

On March 22, 2023, Attachments A, B-1, and B-2 were revised to change the fund source of $15,940,000 programmed to MTC's Bay Wheels Bikeshare E-Bike Expansion from STP/CMAQ to non-federal funds in the MTC exchange program; reprogram $1,600,000 in Regional Commuter Benefits Program funds from MTC to the Bay Area Air Quality Management District; program $1,000,000 to Napa Valley Transportation Authority's State Route 29 American Canyon Operational and Multimodal Improvements project; program $1.2 million within the Regional Forward Programs to MTC's Bay Bridge Forward I-80/Powel Interchange Transit Access project; revise County & Local Program awards for Alameda County's Mission Boulevard Phase III Corridor Improvements and Lafayette's School Street Class I Multiuse Facility from $9,657,000 to $4,950,000 and $3,435,000 to $750,000, respectively; add $8,000,000 in additional anticipated revenues to the County & Local Program and $1 million to the Regional Program; and program $15,392,000 in available capacity to various projects on the County & Local Program contingency list.

On April 26, 2023, Attachment A was revised to clarify the County & Local Program programming requirements.

On May 24, 2023, Attachments B-1 and B-2 were revised to reprogram $750,000 in Regional Program funds from MTC's Bay Trail Project Delivery to MTC's Bay Trail Implementation, reprogram $23,800,000 to various projects and programs within the Climate Initiatives Program, reprogram $21,540 in County & Local Program funds from BART's Elevator Modernization Phase 1.3 project to MTC's Regional Carpool/Vanpool project, and revise the sponsor for Priority Development Area (PDA) Planning projects in both the County & Local and Regional Programs to MTC.

On June 28, 2023, Attachment B-1 was revised to program $17,000,000 in Regional Growth Framework Implementation funds to various Priority Development Area (PDA) Planning and Priority Production Area (PPA) Pilot projects; and program $2,844,000 in Regional Climate Initiatives funds to various Mobility Hub Planning and Parking Program Planning projects.

On July 26, 2023, Attachments B-1 and B-2 were revised to reflect the fund source change from STP to Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding for $16,727,000 as follows: $14,677,000 for MTC's CTA Planning Activities Supplemental project within the County &

Local Program; and $1,650,000 for MTC's Community-Based Transportation Plans and $400,000 for MTC's Local Roadway Safety Plan Development project within the Regional Complete Streets and Community Choice program.

On September 27, 2023, Attachment B-1 was revised to program $4,700,000 in Regional Active Transportation Plan Implementation balances to MTC's Active Transportation Technical Assistance Program, add MTC as the project sponsor for $15,000,000 in Transportation Electrification planning projects, and revise the project names for two of MTC's PDA Planning Grants in Fairfield and Suisun City to indicate that the Solano Transportation Authority will be facilitating project delivery.

On October 25, 2023, Attachment B-1 was revised to program $1,500,000 to MTC for Engagement and Capacity Building for Community-Based Transportation Plans (CBTP's) and the Community Action Resource and Empowerment (CARE) Program, and $600,000 to MTC for Bay Wheels Bikeshare E-Bike Expansion station siting, marketing, and incentives; and to reflect fund sources and fund source changes (in accordance with MTC Resolution No. 3989) for MTC's Engagement and Capacity Building for CBTP's and CARE program, various projects within the Priority Production Area (PPA) Pilot Program, and MTC's Bay Wheels Bikeshare E-Bike Expansion project.

On November 15, 2023, Attachment B-1 was revised to program $6,600,000 to MTC for Mapping & Wayfinding; program $1,500,000 to MTC for PCA Program Implementation and reflect the fund source change from STP/CMAQ to non-federal MTC exchange funds (as programmed in MTC Resolution No. 3989, Revised); reflect the fund source change for $300,000 of MTC's Active Transportation Technical Assistance project from STP/CMAQ to non-federal Planning, Programming, and Monitoring (PPM) funds; and distribute the funds previously programmed to MTC for Connected Bay Area/Incident Management to MTC's component projects, Connected Bay Area ($24,400,000) and Incident Management ($4,000,000).

On December 20, 2023, Attachments A, B-1, and B-2, and Appendix A-1 were revised to update the Housing Element compliance requirements for the County & Local Program; reprogram $4,850,000 in Regional and County & Local funds from SFCTA's Yerba Buena Island Multi-Use Path to SFMTA for Light Rail Vehicles as part of a local fund exchange and revise the project names to reflect related roadway improvement supporting the multi-use path; reprogram $2,200,000 in County & Local Program funds from BART's Elevator Modernization Phase 1.3 project to MTC's Regional Carpool/Vanpool project; and program $2,110,000 in Regional Program funds to Active Transportation Technical

Assistance Program projects, including changing the fund source of $560,000 from STP/CMAQ to non-federal MTC exchange funds.

On February 28, 2024, Attachment B-1 was revised to add $9,300,000 in Regional Climate Initiatives funds to the Mobility Hubs Capital Grants unprogrammed balance, reflect the $8,500,000 in Regional Priority Conservation Area (PCA) Grant Program funds available for the PCA Call for Projects, Phase I, and program $1,000,000 in Regional Adaptive Ramp Metering funds to MTC for Adaptive Ramp Metering on State Route 237 in Santa Clara County.

On March 27, 2024, Attachments B-1 and B-2 were revised to reprogram $2,000,000 in Regional Vision Zero/Safety Program funds from MTC's Bay Area Vision Zero Data System to MTC for Enhancing Support for Safety in the Bay Area, and change the fund source from STP/CMAQ to non-federal MTC exchange funds; reprogram $80,000 in Regional Vision Zero/Safety Program funds from MTC's Regional Safety Program Coordination and Outreach to MTC for the Bay Area Vision Zero Data System, and change the fund source from STP/CMAQ to non-federal MTC exchange funds; change the funds source of $2,000,000 in Regional Pavement & Asset Management Program funds for MTC's Pavement Management Program (PMP) from STP/CMAQ to non-federal MTC exchange funds; program $1,000,000 in County & Local Program funds from the Alameda County Transportation Commission's (ACTC's) San Pablo Avenue Parallel Bike Network to ACTA and the City of Albany for the Jackson Street portion of the same project; and change the fund source for $400,000 in Active Transportation Technical Assistance Program projects from STP/CMAQ to non-federal MTC exchange funds.

On April 24, 2024, Attachment A and Appendix A-1 were revised to standardize County & Local Program compliance requirement language.

On May 22, 2024, Attachments B-1 and B-2 were revised to deprogram $27,730,000 in County & Local Program funds from the City of San Jose's Story-Keyes Complete Streets project as part of a fund source change, program $11,555,000 in Regional Transit Priority funds to various projects within the Bus Accelerated Infrastructure Delivery (BusAID) program, program $6,000,000 in Local Public Fleet Electrification Planning Assistance funds to MTC for various local agencies, change the fund source for $350,000 in Bay Trail Project Delivery funds from STP/CMAQ to non-federal MTC exchange funds, and program $30,000 in Parking Management Planning balances to MTC for Concord's Downtown Parking Technology Solutions Study.

On June 26, 2024, Attachment B-1 was revised to reflect the programming of $5,000,000 in non-federal MTC exchange funds to the Bay Area Housing Finance Authority (BAHFA) for county election cost reimbursement related to the 2024 regional housing bond measure.

On July 24, 2024, Attachment B-1 was revised to program $1,500,000 to MTC's Bay Trail Marshlands Road project, program $560,000 in bikeshare funds to MTC for station electrification, change the fund source for $660,000 in bikeshare funds from STP/CMAQ to non-federal MTC exchange funds, and reflect reprogramming of these exchange funds to various projects.

On September 25, 2024, Attachment B-1 was revised to reprogram $1,250,000 in Regional Program bikeshare funds from e-bike expansion to MTC for Bay Wheels bikeshare expansion in Daly City, changing the fund source for this project from STP/CMAQ to non-federal MTC exchange funds; reprogram $300,000 in Regional Program bikeshare funds from e-bike expansion to MTC for bikeshare outreach; and program $240,000 in Regional Program Mobility Hub planning balances to MTC for Mobility Hubs and Parking Management technical assistance.

On November 20, 2024, Attachment B-1 was revised to program $8,500,000 in Regional Priority Conservation Area (PCA) funds to various projects, including changing the fund source for $4,950,000 of that total from STP/CMAQ to non-federal MTC Exchange; reprogram $2,000,000 from MTC's Priority Development Area (PDA) Planning Program to MTC's Regional Housing Technical Assistance (RHTA) Program; deprogram $4,600,000 from MTC's Mapping & Wayfinding project; program $3,950,000 to various Innovative Deployments for Enhanced Arterials Transit Signal Priority (IDEA TSP) and Bus Accelerated Infrastructure Delivery (BusAID) projects; add $650,000 to BusAID unprogrammed balance; reprogram $4,640,000 within MTC's Regional Vision Zero/Safety Program to various projects; and deprogram $415,000 from MTC's Cotati Santero Way PDA Planning project.

On December 18, 2024, Attachments B-1 and B-2 were revised to reprogram $10,000,000 in County & Local Program funds among various component projects of the Alameda County Transportation Commission's (ACTC's) San Pablo Avenue corridor improvements, reprogram $800,000 from MTC's Sonoma County Airport Area Specific Plan to MTC's Regional Housing Technical Assistance, and revise the project sponsor from San Mateo County to Redwood City for the Bay Road Complete Street Rehabilitation project in the County & Local Program.

On January 22, 2025, Attachment B-1 was revised to change the fund source for $250,000 in Priority Conservation Area (PCA) funds for the Peninsula Open Space Trust's (POST's) Coyote Valley Wildlife

Connectivity Planning project from non-federal MTC exchange funds to STP/CMAQ, update the sponsor for the same project to include the Santa Clara Valley Transportation Authority (VTA), correct the amount of non-federal MTC exchange funds programmed to other PCA projects, and update the total balance of OBAG 3 funds available for the PCA program from $8,050,000 to $8,000,000.

On February 26, 2025, Attachment B-1 was revised to program $1,000,000 in Adaptive Ramp Metering (ARM) balances to MTC for ARM on SR4 in Contra Costa County.

On March 26, 2025, Attachment B-1 was revised to program $12,670,000 in Growth Framework Implementation funds to various projects, including changing the fund source for $3,225,000 of these funds from federal STP/CMAQ to non-federal MTC Exchange for Regional Housing Technical Assistance projects and reprogramming $1,600,000 from two previously awarded Priority Development Area (PDA) planning projects to various projects; program $10,103,000 in Mobility Hubs funds to various planning and capital projects; program $4,322,000 in Parking Management funds to various planning and capital projects; program $2,740,000 in Active Transportation Technical Assistance funds to various projects and change the fund source for the full amount from federal STP/CMAQ to non-federal MTC exchange funds; change the fund source for $750,000 in Priority Conservation Area (PCA) funds for San Francisco Recreation and Parks' Visitacion Avenue Bicycle and Pedestrian Safety Improvements from federal STP/CMAQ to non-federal MTC exchange funds; and change the fund source for $80,000 in Regional Vision Zero/Safety Program funds for MTC's Bay Area Vision Zero Data System (BayViz) from federal STP/CMAQ to non-federal MTC exchange funds.

On June 25, 2025, Attachments B-1 and B-2 were revised to reprogram $2,000,000 in OBAG 3 Multimodal Systems Programs funds from MTC's Express Lanes Studies and Pilots to MTC for Adaptive Ramp Metering implementation on US 101 in Marin and Sonoma Counties ($1,000,000) and on I-80 in Solano County ($1,000,000), reprogram $505,000 in County & Local Program funds from Sausalito's Bridgeway Bike Lanes project to San Jose's Jackson Ave project, reprogram $240,000 in OBAG 3 Climate Initiatives funds from MTC's Mobility Hubs and Parking Management Technical Assistance project to MTC's Regional Housing Technical Assistance (RHTA) implementation project and change the fund source from STP/CMAQ to non-federal MTC exchange funds, and change the project name for MTC's TOC Housing Policy Development project in San Mateo County to reflect that the City of Belmont will be contracting with MTC on this project on behalf of multiple jurisdictions in the County.

On September 24, 2025, Attachment B-1 was revised to reflect reprogramming of $5,000,000 in non-federal MTC exchange funds from the Bay Area Housing Finance Authority's (BAHFA's) Regional

Housing Bond – County Election Cost Reimbursement project to MTC for BAHFA's Mixed-Income Loan Fund, reprogram $1,100,000 in Multimodal System Program funds from MTC's Regional Communications Infrastructure project to MTC for the Pacific Flyway Fund's Pacific Flyway Center – Walk in the Marsh project ($1,000,000) and to MTC for Priority Conservation (PCA) Program Implementation ($100,000), changing the fund source for these funds from federal STP/CMAQ to non-federal MTC Exchange; reprogram $350,000 in STP/CMAQ funds from MTC's Bay Trail Planning project to MTC's Bay Trail Implementation project; reflect reprogramming $350,000 in non-federal MTC Exchange funds from MTC's Bay Trail Implementation project to MTC's Bay Trail Planning Project; and program $250,000 in Bay Trail Technical Assistance funds to MTC for Oakland's Doolittle Drive Bay Trail Gap Closure project, changing the fund source from federal STP/CMAQ to non-federal MTC Exchange.

On October 22, 2025, Attachments B-1 and B-2 were revised to program $18,650,000 in County Program funds to various CTAs for planning activities, program $22,800,000 in Forwards Program balances to MTC for various projects, reprogram $15,941,000 in Alameda County Program funds between Alameda County Transportation Commission (ACTC) projects, program $13,000,000 in Transit Priority Highway balances to MTC for various projects, program $12,689,000 in Regional Program funds to MTC for program and project implementation, program $4,200,000 in County Program funds to various CTAs for Safe Routes to Schools Non-Infrastructure programs, program $3,000,000 in Optimized Freeway Corridor Operations balances to MTC for US 101 Optimized Corridor Operations in Santa Clara and San Mateo Counties, program $2,000,000 in Adaptive Ramp Metering (ARM) balances to MTC for ARM on I-680 in Contra Costa County, program $750,000 in Transportation Demand Management balances to MTC for various projects, and to change the funds source for MTC's $560,000 Bikeshare Station Electrification project from federal STP/CMAQ to non-federal MTC Exchange.

On November 19, 2025, Attachments B-1 and B-2 were revised to program $315,000 to MTC for the 2026 Statewide Local Streets and Roads Needs Assessment and change the fund source to non-federal MTC exchange, add Caltrain as a co-sponsor for the Middle Ave Caltrain Pedestrian and Bicycle Undercrossing project within the OBAG 3 County & Local Program, and replace MTC with Fremont as the sponsor for the Bay Trail Marshlands Road Phase 1 project within the OBAG 3 Bay Trail Program.

On December 17, 2025, Attachment B-1 was revised to reprogram $1,500,000 in CARE balances to MTC for Power-Building and Engagement, revising the existing project name and changing the fund source for the new programming to non-federal MTC exchange; and program an additional $150,000 to MTC for Transportation Authority of Marin (TAM) Community-Based Transportation Plans.

On February 25, 2026, Attachments B-1 and B-2 were revised to program $12,000,000 in CARE balances to MTC for CARE CBTP Technical Assistance Implementation and change the fund source from federal STP/CMAQ to non-federal MTC exchange, reflect programming of $1,000,000 in CARE Power Building and Engagement funds to specific projects, change the fund source for $100,000 in Regional Vision Zero/Safety Program funds for MTC's Bay Area Vision Zero Data System (BayViz) from federal STP/CMAQ to non-federal MTC exchange funds, deprogram $18,650,000 in County & Local Program funds for base planning activities from various County Transportation Agencies (CTAs), and deprogram $12,689,000 in Regional Program funds for program and project implementation from MTC.

On March 25, 2026, Attachment B-1 was revised to program $1,850,000 in Climate, Conservation, and Resilience funds to MTC for the Bay Wheels contract extension and change the fund source from federal STP/CMAQ to non-federal MTC exchange, redirecting $1,250,000 from Bay Wheels Bikeshare E-bike Expansion and $600,000 from Regional Transportation Demand Management (TDM). The resolution was also revised to reflect the repurposing of $560,000 in non-federal MTC exchange funds from MTC's Bikeshare Station Electrification to the Bay Wheels contract extension.

On April 22, 2026, Attachment B-1 was revised to change the name of MTC's previously awarded project for the Napa Valley Transportation Authority (NVTA) Local Roadway Safety Plan development, expanding the scope to include related safety planning.

On June 24, 2026 Attachments B-1 and B-2 were revised to program $8,000,000 in regional Priority Conservation Area (PCA) funds to various projects, changing the fund source for $6,100,000 of these funds from federal STP/CMAQ to non-federal MTC exchange, and add the City of San Mateo as a co-sponsor for the San Mateo County Transportation Authority's 19th Ave/Fashion Island Blvd Complete Street Class IV project, which was previously awarded county program funds.

On August 26, 2026, Attachment B-1 was revised to program a total of $120,000 in prior cycle savings to MTC for the Vacaville Allison Priority Development Area (PDA) Policy Plan project ($60,000) and the Sonoma County Transit Oriented Community (TOC) Planning and Rezoning project ($60,000).

On September 23, 2026, Attachment B-1 was revised to redirect $1,500,000 in unprogrammed balances from MTC's Regional Travel Demand Management (TDM) program to MTC's Ebike Access Capital Grant (formerly Bikeshare Capital Program) and $500,000 from MTC's Regional Communications

Infrastructure Upgrade project to MTC for the Redwood Bikeshare Pilot Capital and Outreach, changing the fund source for these funds from federal STP/CMAQ to non-federal MTC exchange.

On October 28, 2026, Attachment B-1 was revised to redirect $17,800,000 from MTC's Regional Communications Infrastructure Upgrade and $1,150,000 from MTC's Regional Transportation Demand Management (TDM) balances to various projects, and to program $5,350,000 within the Smart Transbay Transit program to WestCAT for Transit Signal Priority (TSP) System Upgrades and MTC for various Bay Bridge Forward projects.

Further discussion of the project selection criteria and programming policy is contained in memorandums to the Programming and Allocations Committee dated January 12, 2022, February 9, 2022, March 9, 2022, June 8, 2022, September 14, 2022, October 12, 2022, November 9, 2022, January 11, 2023, February 8, 2023, March 8, 2023, April 12, 2023, and May 10, 2023; the Planning Committee dated June 9, 2023; the Programming and Allocations Committee dated June 14, 2023, July 12, 2023, September 13, 2023, October 11, 2023, November 8, 2023; the Planning Committee dated December 8, 2023; and the Programming and Allocations Committee dated December 13, 2023, February 14, 2024, March 13, 2024, April 10, 2024, May 8, 2024, June 12, 2024, July 10, 2024, September 11, 2024, November 13, 2024, December 11, 2024, January 8, 2025, February 12, 2025, March 12, 2025, June 11, 2025, September 10, 2025, October 8, 2025, November 12, 2025, December 10, 2025, February 11, 2026, March 11, 2026, April 8, 2026, June 10, 2026, August 12, 2026, September 9, 2026, and October 14, 2026.

Date: January 26, 2022
W.I.: 1512
Referred by: PAC

RE: One Bay Area Grant Program (OBAG 3) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4505

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

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

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

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

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

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

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

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

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

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

RESOLVED that MTC approves the "Project Selection and Programming Policies" for projects to be funded in the OBAG 3 program as set forth in Attachments A and B of this Resolution; and be it further

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California and at other remote locations
on January 26, 2022

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
October 2026

MTC Res. No. 4505 Attachment B-1
Adopted: 01/26/22-C
Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C 11/16/22-C
01/25/23-C 02/22/23-C 03/22/23-C 05/24/23-C 06/28/23-C 07/26/23-C
09/27/23-C 10/25/23-C 11/22/23-C 12/20/23-C 02/28/24-C 03/27/24-C
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OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		**$328,595,000**	**$126,590,000**
1. PLANNING AND PROGRAM IMPLEMENTATION			
Planning and Program Implementation			
Regional Planning Activities	MTC	$8,300,000	
Program and Project Implementation	MTC	$37,200,000	
Program and Project Implementation - Transit Transformation	MTC	$4,000,000	
1. PLANNING AND PROGRAM IMPLEMENTATION		**$49,500,000**	**$0**
2. GROWTH FRAMEWORK IMPLEMENTATION			
Growth Framework Implementation			
PDA Planning and Technical Assistance Grants			
Alameda County: San Lorenzo Village Specific Plan	MTC	$600,000	
Benicia: Eastern Gateway Infrastructure Master Plan	MTC	$312,000	
Fairfield/STA: Solano Rail Hub Residential Cluster	MTC	$200,000	
Millbrae: El Camino Real Streetscape Plan Implementation	MTC	$200,000	
Millbrae: MSASP Amend - Integrated Multi-Modal Transit Stn	MTC	$600,000	
Milpitas: Innovation District Parks and Trails Master Plan	MTC	$200,000	
Milpitas: Milpitas Main Street Sense of Place Plan	MTC	$600,000	
Moraga: Moraga Center Specific Plan	MTC	$600,000	
Moraga: Moraga Center Specific Plan Amendments	MTC	$88,000	
Orinda: Path for Affordable Housing TOD at Orinda BART	MTC	$200,000	
Petaluma: Corona Road SMART Station PDA Specific Plan	MTC	$1,150,000	
San Carlos: Downtown Together - Downtown Specific Plan	MTC	$300,000	
San Francisco: Well-Resourced PDAs Zoning Plan	MTC	$1,035,000	
San Leandro: Bay Fair TOD Specific Plan Amendment	MTC	$600,000	
San Leandro: Bay Fair TOD Sub-Area 1 Precise Plan	MTC	$1,200,000	
Santa Rosa: South Santa Rosa Specific Plan	MTC	$1,200,000	
Sebastopol: Workforce Housing Zoning	MTC	$250,000	
Suisun City/STA: PDA Project Implementation	MTC	$200,000	
Vacaville: Allison Policy Plan	MTC	$1,260,000	
Vallejo: Downtown Amend and Streetscape Impl	MTC	$1,200,000	
Priority Production Area (PPA) Pilot Program			
Benicia: Port of Benicia - Infras. & Facility Modernization Plan	MTC	$0	$750,000
CC County: N Waterfront PPAs Technical Assistance Project	MTC	$0	$500,000
East Bay Econ Dev Alliance: Next Gen EB Indust Bldgs/Dists	MTC	$0	$500,000
STA: Aligning Middle Wage Jobs with Housing in Solano County	MTC	$0	$500,000
Regional Housing Initiatives			
BAHFA: Mixed-Income Loan Fund	MTC	$0	$5,000,000
Regional Housing Technical Assistance	MTC		
Alameda County CDA: TOC Housing Policy Development	MTC	$0	$400,000
Emeryville: TOC Housing Policy Development	MTC	$0	$250,000
Marin County: TOC Housing Policy Development	MTC	$0	$400,000
Menlo Park: TOC Housing Policy Development	MTC	$0	$250,000
Belmont: TOC Housing Policy Development in San Mateo County	MTC	$0	$500,000
Morgan Hill: TOC Housing Policy Development	MTC	$0	$200,000
Windsor: TOC Housing Policy Development	MTC	$0	$200,000
RHTA Implementation	MTC	$0	$865,000
TOC Policy Implementation	MTC	$0	$400,000
Transit Oriented Communities (TOC) Planning and Rezoning			
Alameda County CDA: TOC Planning and Rezoning	MTC	$1,000,000	
Antioch: TOC Planning and Rezoning	MTC	$650,000	
Concord: TOC Planning and Rezoning	MTC	$185,000	
El Cerrito: TOC Planning and Rezoning	MTC	$270,000	
Pittsburg: TOC Planning and Rezoning	MTC	$250,000	
Colma: TOC Planning and Rezoning	MTC	$100,000	
Redwood City: TOC Planning and Rezoning	MTC	$350,000	
San Bruno: TOC Planning and Rezoning	MTC	$300,000	
San Mateo City: TOC Planning and Rezoning	MTC	$610,000	
South San Francisco: TOC Planning and Rezoning	MTC	$250,000	
Milpitas: TOC Planning and Rezoning	MTC	$100,000	
Morgan Hill: TOC Planning and Rezoning	MTC	$650,000	
San José: TOC Planning and Rezoning	MTC	$1,200,000	

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OBAG 3 REGIONAL PROGRAMS		**$328,595,000**	**$126,590,000**
Santa Clara City: TOC Planning and Rezoning	MTC	$250,000	
Healdsburg: TOC Planning and Rezoning	MTC	$1,130,000	
Petaluma: TOC Planning and Rezoning	MTC	$1,000,000	
Santa Rosa: TOC Planning and Rezoning	MTC	$300,000	
Sonoma County: TOC Planning and Rezoning	MTC	$260,000	
Windsor: TOC Planning and Rezoning	MTC	$650,000	
2. GROWTH FRAMEWORK IMPLEMENTATION		**$21,500,000**	**$10,715,000**
3. CLIMATE, CONSERVATION, AND RESILIENCE			
Climate Initiatives			
Mobility Hubs			
Mobility Hubs Capital Grants - Balance	TBD	$61,000	$0
Dublin/Pleasanton Access and Station Area Improvements	BART	$0	$3,000,000
Union City Intermodal Station Mobility Hub at Union City BART	Union City	$0	$2,259,000
Contra Costa College (CCC) Mobility Hub	San Pablo	$0	$2,950,000
Martinez Amtrak Station Shared Mobility Hub	CCTA	$0	$3,000,000
Walnut Creek BART Station Shared Mobility Hub	CCTA	$0	$3,343,000
Daly City BART Station Mobility Hub	BART	$3,776,000	
San Fernando Street Small-Scale Mobility Hubs	San Jose	$0	$1,140,000
VTA Blossom Hill Light Rail Station Mixed-Use Housing & Mobility Hub	VTA	$42,000	$4,758,000
Mobility Hubs Planning Grants			
Alameda County CDA: TOC Station Access and Circulation Planning	MTC	$400,000	
Berkeley/BART: TOC Station Access and Circulation Planning	MTC	$400,000	
Pleasanton: TOC Station Access and Circulation Planning	MTC	$150,000	
San Leandro: TOC Station Access and Circulation Planning	MTC	$265,000	
Antioch: TOC Station Access and Circulation Planning	MTC	$100,000	
Contra Costa County: TOC Station Access and Circulation Planning	MTC	$400,000	
ECCTA: Antioch Park n Ride Mobility Hub Plan	MTC	$400,000	
Lafayette: TOC Station Access and Circulation Planning	MTC	$350,000	
TAM: Marin County Mobility Hub Plan	MTC	$400,000	
SFMTA: Southeastern SF Mobility Hub Plan	MTC	$396,000	
Menlo Park: TOC Station Access and Circulation Planning	MTC	$400,000	
Morgan Hill: TOC Station Access and Circulation Planning	MTC	$175,000	
San José: TOC Station Access and Circulation Planning	MTC	$400,000	
Santa Clara City: TOC Station Access and Circulation Planning	MTC	$400,000	
Petaluma: TOC Station Access and Circulation Planning	MTC	$190,000	
Windsor: TOC Station Access and Circulation Planning	MTC	$200,000	
Mobility Hubs and Parking Management Technical Assistance	MTC	$572,000	
Regional Bikeshare **(Revised)**	MTC		**$1,000,000**
Electric Bikeshare: Bay Wheels Bikeshare E-bike Expansion - Berkeley, Emeryville, Oakland, San Francisco, San Jose	MTC	$0	$15,940,000
Adaptive Bikeshare Pilot - Berkeley, Emeryville, Oakland, San Jose	MTC	$0	$100,000
Adaptive Bikeshare Pilot - San Francisco	MTC	$0	$100,000
Bay Wheels Bikeshare Expansion - Daly City	MTC	$0	$1,250,000
Bay Wheels Procurement Strategy	MTC	$500,000	
Bikeshare Outreach	MTC	$300,000	
Bikeshare Station Siting - Oakland	MTC	$0	$150,000
Marketing for Bikeshare E-bike Expansion Launch	MTC	$0	$150,000
Membership Incentives for Bikeshare E-bike Expansion Launch	MTC	$0	$200,000
Bay Wheels Contract Extension	MTC	$0	$2,410,000
TAM/SCTCA: Redwood Bikeshare Pilot Capital and Outreach	MTC	$0	$500,000
Ebike Access Capital Grant	MTC	$0	$1,500,000
Transportation Electrification			
Charging Infrastructure: Regional Technical Assistance Program			
Alameda Public EV Charging Program	Alameda	$0	$1,237,000
Expanding Electric Vehicle Charging	Pinole	$0	$952,000
Southern Marin Vehicle Charging Consortium (SMVCC)	Mill Valley	$0	$1,351,000
Equity Focused EV Charging in Downtown Napa	Napa	$0	$974,000
Expanding Charging Access in San Francisco's EPCs	SFMTA	$0	$2,254,000
San Mateo County Regional EV Charging	East Palo Alto	$0	$581,000
San Mateo County Regional EV Charging	Half Moon Bay	$0	$829,000
Long Term EV Charging Infrastructure	Menlo Park	$0	$2,297,000

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San Mateo County Regional EV Charging	Portola Valley	$0	$317,000
San Mateo County Regional EV Charging	San Carlos	$0	$523,000
Gilroy Public Library EV Chargers	Gilroy	$0	$527,000
Transit Hub Charging Stations	Morgan Hill	$0	$1,052,000
Palo Alto School-Community Partnership EV Charging Infrastructure	Palo Alto	$0	$2,855,000
San José Community EV Charging Access	San Jose	$0	$2,495,000
County of Santa Clara TOC EV Charging	Santa Clara County	$0	$1,756,000
Charging Infrastructure: Transit Station Public Charging Program			
Electric Vehicle Charging at BART Stations	BART	$0	$6,150,000
Richmond Ferry Terminal Charging Infrastructure	WETA	$0	$3,750,000
Suisun City EV Charging Station Installation	Suisun City	$0	$350,000
Local Public Fleet Electrification: Planning Assistance	MTC	$4,000,000	
Large (500+ Vehicle) Fleet Planning *BART, Berkeley, Marin County, San Francisco, Sonoma County*	MTC	$2,000,000	
Medium (100-500 Vehicle) Fleet Planning *Alameda, Oakland, San Leandro, Concord, El Cerrito, Novato, San Rafael, Napa, Napa County, San Mateo, South San Francisco, Benicia, Vacaville*	MTC	$2,600,000	
Small (<100 Vehicle) Fleet Planning *Dublin, Corte Madera, Fairfax, Mill Valley, San Anselmo, Sausalito, Tiburon, Calistoga, St. Helena, Yountville, Belmont, Half Moon Bay, Hillsborough, Dixon*	MTC	$1,400,000	
Planning & Program Strategy: Local Action Planning	MTC	$4,500,000	
Planning & Program Strategy: Regional Program Strategy	MTC	$500,000	
Parking Management			
Parking Management Capital			
Downtown Concord Parking Technology Innovation & Implementation	Concord	$500,000	
Sausalito Capital Parking Improvements	Sausalito	$500,000	
Park Napa	Napa	$500,000	
Advancing Curb Management Project	San Jose	$2,000,000	
Parking Management Planning			
Concord: Downtown Parking Technology Solutions Study	MTC	$110,000	
Lafayette: Downtown Lafayette Parking Mgmt Program	MTC	$170,000	
Walnut Creek: Downtown Curbside Management Plan	MTC	$195,000	
Sausalito: Sausalito Downtown Parking Study	MTC	$106,000	
Napa: Park Napa Plan	MTC	$315,000	
Menlo Park: Menlo Park Citywide Strategic Parking Plan	MTC	$125,000	
San Mateo: Citywide Parking Requirement Update	MTC	$200,000	
Redwood City: TOC Parking Management Planning	MTC	$300,000	
Milpitas: TOC Parking Management Planning	MTC	$300,000	
San José: TOC Parking Management Planning	MTC	$300,000	
Santa Clara City: TOC Parking Management Planning	MTC	$150,000	
Vallejo: Downtown/Waterfront Parking Mgmt Eval/Action Plan	MTC	$150,000	
Petaluma: Downtown Area Parking Management Plan	MTC	$100,000	
Santa Rosa: Downtown Parking, Curb Mgmt & Access Plan	MTC	$207,000	
Santa Rosa: TOC Parking Management Planning	MTC	$150,000	
Windsor: TOC Parking Management Planning	MTC	$150,000	
Regional Transportation Demand Management (TDM)			
Commuter Benefits Program	MTC	$8,400,000	
Commuter Benefits Program - Air District	BAAQMD	$1,600,000	
Regional Carpool/Vanpool Program	MTC	$3,400,000	
Bike to Work & Spare the Air Youth	MTC	$4,800,000	
511 Traveler Information Services	MTC	$14,000,000	
Regional TDM Strategy	MTC	$250,000	
Regional TDM **(Revised)**	MTC	**$2,200,000**	
Priority Conservation Area (PCA) Grant Program			
PCA Program Implementation	MTC	$0	$1,600,000
PCA Call for Projects - Phase I			
CCRCD: Livestock Pond Restoration	MTC	$0	$280,000
EBRPD: Tidewater Expansion	MTC	$0	$1,000,000

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OBAG 3 REGIONAL PROGRAMS		**$328,595,000**	**$126,590,000**
Farm to Market Phase 4	Solano County	$750,000	
GGNPC: Bothin Marsh Evolving Shorelines	MTC	$0	$670,000
Napa Valley Vine Trail - Vista Carneros Segment	Napa County	$750,000	
NCRPOSD: Phinney Fee Acquisition	MTC	$0	$1,000,000
Coyote Valley Wildlife Connectivity Planning	POST/VTA	$250,000	$0
SCVHA: Richmond Ranch Acquisition	MTC	$0	$1,000,000
SCVOSA: Rancho Canada del Oro Bay Area Ridge Trail	MTC	$0	$250,000
Sonoma Schellville Trail Design	Sonoma County	$550,000	
Southeast Greenway	Santa Rosa	$750,000	
Santa Clara County: Upper Stevens Creek Trail	MTC	$0	$500,000
SFRPD: Visitacion Ave Bike/Ped Safety Improvements	MTC	$0	$750,000
Pacific Flyway Fund: Pacific Flyway Center - Walk in the Marsh	MTC	$0	$1,000,000
PCA Call for Projects - Phase II			
Wooden Bridge Replacement Feasibility Study	Oakland	$500,000	
OPRF: Restoring Connections - E Oakland Comm Steward/Creeks/Shoreline Access	MTC	$0	$450,000
San Pablo: McNeil Park	MTC	$0	$500,000
San Rafael: Canal Boatyard Urban Park Connection	MTC	$0	$800,000
NCRCD: Resilient Suscol Creek - Climate-Ready Habitat Planning	MTC	$0	$440,000
SFRPD: Twin Peaks Promenade - Bay Area Ridge Trail Connection & Habitat Restoration	MTC	$0	$500,000
Grassroots Ecology: Fire & Flora - Resilient Foothills Initiative	MTC	$0	$210,000
Bay Trail SFO Gap Closure Project - Phase 1	SMCTA	$600,000	
Midpen ROSD: Hwy 17 Wildlife & Ridge Trail Crossings and Connections	MTC	$0	$750,000
UC Cooperative Extension: Santa Clara Valley Agricultural Outreach and Awareness	MTC	$0	$200,000
POST: North Coyote Valley Wildlife and Trails Study	MTC	$0	$250,000
Farm to Market Phase 4	Solano County	$800,000	
WRC/Kashia Band of Pomo Indians: South Fork Gualala River Acquisition	MTC	$0	$750,000
Petaluma River Park Foundation: Petaluma River Park	MTC	$0	$550,000
Sonoma Land Trust: Osprey Hill Ranch	MTC	$0	$450,000
Sonoma/SEC: Improving Habitat Quality and Bike/Ped Connectivity on PCA Creeks	MTC	$0	$250,000
3. CLIMATE, CONSERVATION, AND RESILIENCE		**$71,405,000**	**$88,150,000**
4. COMPLETE STREETS AND COMMUNITY CHOICE			
Healthy, Safe, and Sustainable Streets			
Regional Vision Zero/Safety Program			
CCTA: Local Roadway Safety Plan Development	MTC	$630,000	
NVTA: Local Roadway Safety Plan Development and Related Safety Planning	MTC	$250,000	
C/CAG: Local Roadway Safety Plan Development	MTC	$0	$400,000
Bay Area Vision Zero Data System (BayViz)	MTC	$760,000	$260,000
BayViz Non-Pavement Asset Data Collection	MTC	$1,000,000	
Data Driven Safety Campaign	San Jose	$1,700,000	
Enhancing Support for Safety in the Bay Area (SS4A Match)	MTC	$0	$2,000,000
Vision Zero Working Group Peer Exchanges	MTC	$500,000	
Vision Zero Working Group Workshops	MTC	$500,000	
Regional Pavement & Asset Management Program		$0	
Pavement Technical Assistance Program (PTAP)	MTC	$10,000,000	
Pavement Management Program (PMP)	MTC	$1,000,000	$2,000,000
CEAC: Statewide Local Streets and Roads Needs Assessment	MTC	$0	$315,000
Regional Active Transportation Plan (AT Plan) Implementation			
Active Transportation Technical Assistance Program			
Active Transportation Program (ATP) Application Assistance	MTC	$0	$300,000
Active Transportation Technical Assistance Implementation	MTC	$0	$90,000
Active Transportation/Regional Trails Technical Assistance (Added)	**MTC**		**$1,500,000**
Active Transportation Workshops	MTC	$1,000,000	
Alameda: Willie Stargell Ave Safety Improvements Project	MTC	$0	$300,000
Albany: Pierce-Cleveland Bikeway Connection Project	MTC	$0	$300,000
BART: Coliseum BART Bike/Ped Preferred Path of Travel Improvements	MTC	$0	$300,000
Colma: El Camino Real Bike/Ped Improvement (Segment A)	MTC	$0	$300,000
El Cerrito: BART to Bay Trail Connector	MTC	$0	$40,000
El Cerrito: South El Cerrito Safe Routes to School	MTC	$0	$40,000
Lafayette: EBMUD Aqueduct Pathway	MTC	$0	$300,000
Mountain View: Evelyn Avenue Bikeway, Franklin to Bernardo	MTC	$0	$40,000
Napa Valley Vine Trail Coalition: NVVT Gap Closure North to S Napa County	MTC	$0	$40,000

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OBAG 3 REGIONAL PROGRAMS		**$328,595,000**	**$126,590,000**
Oakland: Doolittle Drive Bay Trail Gap Closure	MTC	$0	$40,000
Oakland: Fruitvale Connections	MTC	$0	$300,000
Orinda: Wilder/Downtown Class 1 Multi-use Path Development Project	MTC	$0	$40,000
Petaluma: Lakeville Corridor Multi-Modal Improvements Study	MTC	$0	$40,000
Pleasant Hill: Monument Boulevard Active Transportation Corridor	MTC	$0	$40,000
Richmond: Richmond Wellness Trail	MTC	$0	$150,000
SCTA/Rohnert Park: Hwy 101 Bike/Ped Overcrossing at Copeland Creek	MTC	$0	$40,000
San Bruno: San Bruno Avenue Complete Streets Project	MTC	$0	$40,000
San Jose: Quick Build Delineators to Complete 11 Class IV Bikeways	MTC	$0	$200,000
San Leandro: Hesperian Boulevard Bike Lane Gap Closure	MTC	$0	$100,000
San Mateo County: Midcoast Multimodal Parallel Trail Gap Closure	MTC	$0	$40,000
Santa Clara: De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bike Projects	MTC	$0	$40,000
Santa Clara County: San Tomas Trail Extension	MTC	$0	$300,000
Santa Rosa: Deployment of Quick Build Low-Stress Bicycle Facilities	MTC	$0	$200,000
SSF: Colma/SSF El Camino Real Bike/Ped Improvement (Segment C)	MTC	$0	$300,000
Union City: UC Blvd. Bay Trail Connect/ Ala Creek Trail to Dry Creek Park	MTC	$0	$40,000
Vallejo: Mare Island Causeway Complete Street	MTC	$0	$40,000
Bay Trail Planning	MTC	$1,150,000	$350,000
Bay Trail Implementation	MTC	$750,000	
Bay Trail Technical Assistance			
Oakland: Doolittle Drive Bay Trail Gap Closure	MTC	$0	$250,000
Bay Trail - Marshlands Road (Phase 1)	Fremont	$1,500,000	
Bay Skyway: West Oakland Link	MTC	$1,900,000	
SFMTA Light Rail Vehicles (for YBI MUP and Related Roadway Imps)	SFMTA	$4,100,000	
Community Choice			
Community-Based Transportation Plans (CBTPs)			
ACTC: Community-Based Transportation Plans	MTC	$600,000	
CCTA: Community-Based Transportation Plans	MTC	$450,000	
TAM: Community-Based Transportation Plans	MTC	$300,000	
NVTA: Community-Based Transportation Plans	MTC	$150,000	
SFCTA: Community-Based Transportation Plans	MTC	$0	$370,000
C/CAG: Community-Based Transportation Plans	MTC	$0	$245,000
VTA: Community-Based Transportation Plans	MTC	$0	$600,000
STA: Community-Based Transportation Plans	MTC	$0	$190,000
SCTA: Community-Based Transportation Plans	MTC	$0	$245,000
Community Action Resource and Empowerment (CARE) Program			
CARE Power-Building and Engagement	MTC	$0	$2,000,000
United Seniors of Oakland Alameda County: Peer to Peer Senior Mobility	MTC	$0	$50,000
Climate Resilient Communities: Capacity Building for Housing Equity in San Mateo County	MTC	$0	$50,000
Latina Coalition of Silicon Valley: Latina Leaders for Housing and Mobility Justice	MTC	$0	$50,000
Youth Leadership Institute: Justice Grows Here - Coastside Leadership Academy	MTC	$0	$50,000
East Contra Costa Community Alliance: Leadership Academy for Community Action	MTC	$0	$100,000
Fair Housing Advocates Northern CA: North Bay Housing Access Partnership Initiative	MTC	$0	$100,000
EBHO: Affirmatively Further Fair Housing - Local Context and Regional Application	MTC	$0	$100,000
BORP: Adaptive Micromobility Program	MTC	$0	$200,000
Bonafide: Transit to Belonging - Reentry Access and Mobility	MTC	$0	$200,000
One Treasure Island: Community Mobility Pilot	MTC	$0	$100,000
CARE CBTP Technical Assistance Implementation	MTC	$0	$12,000,000
4. COMPLETE STREETS AND COMMUNITY CHOICE		**$28,240,000**	**$27,725,000**
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE			
Transit Transformation			
Transit Priority - Highway Investments			
Bay Bridge Forward: I-80 HOV Lane Access Restrictions	MTC	$4,600,000	
Bay Bridge Forward: I-80, SFOBB, & Carquinez Bridge HOV Hours of Operation	MTC	$3,050,000	
Smart Transbay Transit (Revised)	**~~MTC~~**	**~~$5,350,000~~**	
WestCAT TSP System Upgrade (Added)	**WestCAT**	**$750,000**	
Bay Bridge Forward Preliminary Engineering (Added)	**MTC**	**$2,600,000**	
Bay Bridge Forward: I-80 Localized Transit Priority/HOV Strategies (Added)	**MTC**	**$2,000,000**	
Transit Priority (Revised)	**TBD**	**$14,095,000**	
BusAID: International Blvd Transit Lane Delineation	AC Transit	$3,906,000	

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
October 2026

MTC Res. No. 4505 Attachment B-1
Adopted: 01/26/22-C
Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C 11/16/22-C
01/25/23-C 02/22/23-C 03/22/23-C 05/24/23-C 06/28/23-C 07/26/23-C
09/27/23-C 10/25/23-C 11/22/23-C 12/20/23-C 02/28/24-C 03/27/24-C
05/22/24-C 06/26/24-C 07/24/24-C 09/25/24-C 11/20/24-C 12/18/24-C
01/22/25-C 02/26/25-C 03/26/25-C 06/25/25-C 09/24/25-C 10/22/25-C
11/19/25-C 12/17/25-C 02/25/26-C 03/25/26-C 04/22/26-C 06/24/26-C
08/26/26-C 09/23/26-C 10/28/26-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		**$328,595,000**	**$126,590,000**
BusAID: El Camino Real Bus Boarding Islands & Stop Balancing in Redwood City	SamTrans	$1,421,000	
BusAID: El Camino Real - Fast Tracking Corridor-Wide Implementation	SamTrans	$2,000,000	
BusAID: K-Ingleside Rapid Project Ocean Ave Quick-Build	SFMTA	$2,200,000	
BusAID: Vision Zero E San Jose Safety Corridor Senter Rd Boarding Islands	San Jose	$4,028,000	
Innovative Deployments for Enhanced Arterials - Transit Signal Priority (IDEA TSP)			
CCTA: Innovate 680 - Coordinated Adaptive Traffic Signals (CATS)	MTC	$250,000	
TAM: Marin Countywide Coordinated Signal Modernization Plan	MTC	$500,000	
County Connection: Four Corridors TSP	MTC	$200,000	
SamTrans: Countywide TSP Program	MTC	$700,000	
City of San José: TSP Evaluation and Signal Retiming	MTC	$300,000	
Mapping & Wayfinding (Revised)	**MTC**	**$9,850,000**	
Multimodal Systems Programs			
Clipper C2 Capital (Loan for RM3)	MTC	$30,000,000	
Forward Programs			
Bay Bridge Forward Preliminary Engineering	MTC	$4,000,000	
Bay Bridge Forward: I-580 WB to I-80 EB Connector Bus Lane	MTC	$3,600,000	
Bay Bridge Forward: I-80 EB HOV Connector Bus on Shoulder	MTC	$3,600,000	
Bay Bridge Forward: I-80 HOV Lane Access Restrictions	MTC	$4,300,000	
Bay Bridge Forward: I-80 Localized Transit Priority/HOV Strategies	MTC	$6,300,000	
Bay Bridge Forward: I-80/Powell I/C Transit Access	MTC	$1,200,000	
Resilient SR 37	MTC	$10,000,000	
Design Alternative Assessments/Corridor Studies	MTC	$4,000,000	
Adaptive Ramp Metering Implementation			
Adaptive Ramp Metering on I-680 in Contra Costa County	MTC	$2,000,000	
Adaptive Ramp Metering on I-80 in Solano County	MTC	$1,000,000	
Adaptive Ramp Metering on SR 4 in Contra Costa County	MTC	$1,000,000	
Adaptive Ramp Metering on SR 237 in Santa Clara County	MTC	$1,000,000	
Adaptive Ramp Metering on US 101 in Marin and Sonoma Counties	MTC	$1,000,000	
Optimized Freeway Corridor Operations	MTC	$3,000,000	
US 101 Optimized Corridor Operations in Santa Clara and San Mateo Counties	MTC	$3,000,000	
Multimodal Arterial Operations	MTC	$6,500,000	
Shared Connected/Automated Vehicles and Technology	MTC	$1,000,000	
Regional ITS Architecture	MTC	$2,000,000	
Regional Communications Infrastructure Upgrade (Revised)	**MTC**	**$5,000,000**	
Incident Management	MTC	$4,000,000	
SR 29 American Canyon Operational and Multimodal Imps	NVTA	$1,000,000	
SamTrans Preventative Maintenance (for SamTrans ROW Repayment)	SamTrans	$7,000,000	
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE		**$157,950,000**	**$0**
OBAG 3 REGIONAL PROGRAMS	**TOTAL:**	**$328,595,000**	**$126,590,000**

Date: February 23, 2011
W.I.: 1512
Referred by: PAC
Revised: 10/26/11-C 02/26/14-C 12/21/16-C
07/26/17-C 02/28/18-C 03/28/18-C
11/28/18-C 03/27/19-C 06/26/19-C
09/25/19-C 11/20/19-C 03/25/20-C
11/20/20-C 05/26/21-C 06/23/21-C
07/28/21-C 03/23/22-C 06/22/22-C
03/22/23-C 05/24/23-C 10/25/23-C
11/15/23-C 12/20/23-C 02/28/24-C
03/27/24-C 05/22/24-C 06/26/24-C
05/24/24-C 07/24/24-C 09/25/24-C
11/20/24-C 01/22/25-C 02/26/25-C
03/26/25-C 06/25/25-C 09/24/25-C
10/22/25-C 11/19/25-C 12/17/25-C
01/28/26-C 02/25/26-C 03/25/26-C
04/22/26-C 05/27/26-C 06/24/26-C
09/23/26-C 10/28/26-C

ABSTRACT

Resolution No. 3989, Revised

This resolution establishes the procedures governing the MTC Exchange Program. This resolution supersedes MTC Resolution No. 3018.

Attachment B was revised on October 26, 2011 to provide $376,000 in Exchange Program funding to the intertribal Electric Vehicle project.

Attachments B and C were respectively revised on February 26, 2014 to include $10 million in Exchange Program funding for Transit Oriented Affordable Housing (TOAH), and update final balances of the initial STP Exchange Program (Resolution 3018) to reflect final project close out.

Attachments A and B were revised on December 21, 2016 to program $1.1 million to the Bay Bridge Forward Commuter Parking Initiative and update the name of the Transit Oriented Affordable Housing Program.

Attachments A and B were revised on July 26, 2017 to program $8.2 million to the Regional Priority Conservation Area (PCA) program and $2.8 million to the Regional Active Operational Management Program. An additional $1 million in exchange funds will be committed to a specific project or program through a future Commission action. This action and associated agreement and programming actions are contingent upon California Transportation Commission (CTC) approval of the amendment to the baseline agreement for the Marin Sonoma Narrows project to accept STP/CMAQ funds rather than local funds.

Attachment B was revised on February 28, 2018 to program $10 million to the Bay Area Preservation Pilot; $1,024,000 to Richmond's Bike Share Capital and Outreach project; $826,000 for the joint Transportation Authority of Marin/Sonoma County Transportation Authority (TAM/SCTA) Bike Share Capital and Outreach project along the SMART Corridor; and redirect $2,800,000 from Regional Active Operational Management to the Bay Bridge Forward Commuter Parking Initiative project.

Attachment B was revised on March 28, 2018 to program $30,000 to the Bay Area Greenprint Priority Conservation Area (PCA) Improvements.

Attachments A and B were revised on November 28, 2018 to add the SCVTA SR 85 Transit Guideway Study and the CCTA I-680 NB HOV/Express Lane exchange agreements, and to program $4,000,000 in Exchange funds to the following projects: $619,000 to CCTA for Innovative Deployment for Enhanced Arterials; $621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; $500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; $1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and $1,100,000 to MTC for Napa Valley Transportation Demand Management Strategies.

Attachment B was revised on March 27, 2019 to change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the funding from $619,000 to $589,000; and reduce the funding amount for the MTC Richmond-San Rafael Bridge Forward project from $1,160,000 to $1,046,000; and redirect these funds to a new project with MTC as the recipient for the Concord IDEA project for $144,000. The matching funds for the Concord IDEA project as identified in MTC Resolution 4357, are included within the $144,000 amount. These changes result in no net change to total funds committed to-date.

Attachment A was revised on June 26, 2019 to cancel the $1,200,000 exchange agreement with the SCVTA for the SR 85 Transit Guideway Study as the funds provided through the exchange are no longer needed.

Attachment B was revised on September 25, 2019 to reflect MTC as the direct recipient of exchange funds for the Concord and Walnut Creek IDEA projects; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on November 20, 2019 to program $6,023,000 to 13 projects as part of the Priority Conservation Area (PCA) Grant program; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on March 25, 2020 to redirect $25,000 from MTC's Bay Bridge Forward Commuter Parking Initiative to MTC's Fruitvale Quick Build project.

Attachment B was revised on November 20, 2020 to program $647,000 to four projects as part of the Priority Conservation Area (PCA) Grant program. For the Yerba Buena Island Multi-Use Pathway, which provides access to the San Francisco-Oakland Bay Bridge, $1 million of federal OBAG 2 funds are being provided at this time for cash flow purposes. The Bay Area Toll Authority will repay non-federal funds to the MTC Exchange Program within three years. MTC's funds for the Twin Peaks trail will be provided to the Coastal Conservancy for management of the two fund sources for this project. Because the Conservancy is a state entity, the funds will be provided as an up-front grant rather than on a reimbursement basis. Funds for projects other than the Twin Peaks Trail will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment A was revised on May 26, 2021 to add the Transportation Authority of Marin's (TAM's) US 101 Marin-Sonoma Narrows (MSN) High-Occupancy Vehicle (HOV) Lanes project for $75,651,097.

Attachment A was revised on June 23, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for $63,464,510.

Attachment A was revised on July 28, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for $1,845,000, and to add the Bay Area Infrastructure Financing Authority's (BAIFA's) Solano I-80 Managed Lanes Toll System project for $2,822,000.

Attachment A and B were revised on March 23, 2022 to add the $500,000 exchange agreement with Midpeninsula Regional Open Space District for programming an equal amount of federal funds to VTA's Highway 17 Bicycle/Pedestrian Trail and Wildlife Crossing project; and to remove the $251,000 funding commitment for Albany's Albany Hill Access Improvements project, as the sponsor will not be moving forward with the project scope as originally proposed.
Attachment A was revised June 22, 2022 to add the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project for $100,000, as part of a fund exchange agreement with CCJPA.

Attachment B was revised on March 22, 2023 to program $15,940,000 to MTC for Bay Wheels Bikeshare E-bike Expansion.

Attachment B was revised on May 24, 2023 to reprogram $5,000,000 from MTC's Transit Oriented Affordable Housing (TOAH) program to MTC's Bay Area Housing Finance Authority (BAHFA): Senior Rental Assistance Pilot Program.

Attachment B was revised on October 25, 2023 to program $2,250,000 to MTC's Priority Production Area Pilot Program, $1,500,000 to MTC's Community Engagement and Capacity-Building project,

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

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

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

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

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

Attachments A and B were revised on May 22, 2024 to add the $30,000,000 exchange agreement with MTC for programming an equal amount of federal funds to MTC's Next-Generation Clipper (C2) Capital project, as part of a Regional Measure 3 (RM3) loan arrangement, and program $350,000 to MTC for Bay Trail Implementation.

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

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

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

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

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

Attachment B was revised on March 26, 2025 to program $3,225,000 to MTC for various Transit Oriented Communities (TOC) housing policy development projects within the Regional Housing Technical Assistance program, program $2,740,000 to MTC for various Active Transportation Technical Assistance projects, program $750,000 to MTC for San Francisco Recreation and Parks' Visitacion Avenue Bicycle and Pedestrian Safety Improvements, and program $80,000 to MTC for Bay Area Vision Zero Data System (BayViz).

Attachment B was revised on June 25, 2025 to program $240,000 to MTC for Regional Housing Technical Assistance (RHTA) implementation and change the project name for MTC's TOC Housing Policy Development project in San Mateo County to reflect that the City of Belmont will be contracting with MTC on this project on behalf of multiple jurisdictions in the County.

Attachment B was revised on September 24, 2025 to reprogram $5,000,000 from the Bay Area Housing Finance Authority's (BAHFA's) Regional Housing Bond – County Election Cost Reimbursement project to MTC for BAHFA's Mixed-Income Loan Fund, program $1,000,000 to MTC for the Pacific Flyway Fund's Pacific Flyway Center – Walk in the Marsh project, program $250,000 to MTC for Oakland's Doolittle Drive Bay Trail Gap Closure project, program $100,000 to MTC for Priority Conservation (PCA) Program Implementation, deprogram $51,619 in project savings from MTC for Alameda County's Niles Canyon Road (Phase 1) project, and revise the program name for MTC's Bay Trail Implementation project to Bay Trail Planning.

Attachment B was revised on October 22, 2025 to program $560,000 to MTC's Bikeshare Station Electrification project.

Attachment B was revised on November 19, 2025 to program $315,000 to MTC for the 2026 Statewide Local Streets and Roads Needs Assessment.

Attachment B was revised on December 17, 2025 to program $1,500,000 to MTC for CARE Power Building and Engagement and update the name of the project.

Attachment B was revised on January 28, 2026 to program $1,000,000 in funds previously programmed to CARE Power Building and Engagement to specific projects.

Attachment B was revised on February 25, 2026 to program $12,000,000 to MTC for CARE CBTP Technical Assistance Implementation and $100,000 to MTC for the Bay Area Vision Zero Data System (BayViz).

Attachment B was revised on March 25, 2026 to program $2,410,000 to MTC for the Bay Wheels contract extension and deprogram $560,000 from MTC for Bikeshare Station Electrification.

Attachment B was revised on April 22, 2026 to program $7,600,000 to MTC for CARE Participatory Budgeting and Implementation (PBI).

Attachment B was revised on May 27, 2026 to reprogram $5,000,000 from MTC's Transit Oriented Affordable Housing (TOAH) program to MTC for BAHFA's Mixed-Income Loan Fund.

Attachment B was revised on June 24, 2026 to program $6,100,000 to MTC for various Priority Conservation Area (PCA) projects.

Attachment B was revised on September 23, 2026 to program $1,500,000 to MTC for the Ebike Access Capital Grant (formerly Bikeshare Capital Program) and $500,000 to MTC for the Redwood Bikeshare Pilot Capital and Outreach project.

Attachment B was revised on October 28, 2026 to program $400,000 to MTC for various projects to support the facilitation of participatory budgeting processes, $1,500,000 to MTC for Active Transportation/Regional Trails Technical Assistance, and $1,000,000 to MTC for Regional Bikeshare.

Further discussions are contained in memorandums to the Programming and Allocations Committee dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, November 14, 2018, March 6, 2019, June 12, 2019, September 4, 2019, November 8, 2019, March 11, 2020, November 4, 2020, May 12, 2021, June 9, 2021, July 14, 2021, March 9, 2022, June 8, 2022, and March 8, 2023; the Administration Committee dated May 10, 2023; the Programming and Allocations Committee dated October 11, 2023, November 8, 2023; the Planning Committee dated December 8, 2023; and the Programming and Allocations Committee dated December 13, 2023, February 14, 2024, March 13, 2024, May 8, 2024, June 12, 2024, July 10, 2024, September 11, 2024, November 13, 2024, January 8, 2025, March 12, 2025, June 11, 2025, September 10, 2025, October 8, 2025, November 12, 2025, December 10, 2025, January 14, 2026, February 11, 2026, March 11, 2026, April 8, 2026, May 13, 2026, June 10, 2026, September 9, 2026, and October 14, 2026.

Date: February 23, 2011
W.I.: 1512
Referred by: PAC

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____

Scott Haggerty, Chair

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

MTC Resolution No. 3989
Attachment B
Adopted: 02/23/11-C
Revised: 10/26/11-C 02/26/14-C 12/21/16-C 07/26/17-C 02/28/18-C 03/28/18-C 09/26/18-C 11/28/18-C 03/27/19-C 09/25/19-C 11/20/19-C 03/25/20-C 11/20/20-C 03/22/23-C 05/24/23-C 10/25/23-C 11/15/23-C 12/20/23-C 02/28/24-C 03/27/24-C 05/22/24-C 06/26/24-C 07/24/24-C 09/25/24-C 11/20/24-C 01/22/25-C 02/26/25-C 03/26/25-C 06/25/25-C 09/24/25-C 10/22/25-C 11/19/25-C 12/17/25-C 01/28/26-C 02/25/25-C 03/25/26-C 04/22/26-C 05/27/26-C 06/24/26-C 09/23/26-C 10/28/26-C

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Transit Oriented Affordable Housing (TOAH)*	3940, 4306	2/24/2010 12/20/2017 5/27/2026	$0
MTC	BAHFA: Senior Rental Assistance Pilot Program	4578	5/24/2023	$5,000,000
SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	$376,000
MTC	Affordable Housing Jumpstart	4260	12/21/2016	
MTC	Alameda Jumpstart	4260	11/28/2018	$2,000,000
MTC	San Francisco Jumpstart	4260	11/28/2018	$5,000,000
MTC	Santa Clara Jumpstart	4260	11/28/2018	$3,000,000
MTC	Bay Bridge Forward Commuter Parking Initiative	4035	12/21/2016	$3,875,000
MTC	Fruitvale Quick Build	4035	3/25/2020	$25,000
MTC	Regional Priority Conservation Area (PCA) Program (OBAG 2)	4202	7/26/2017	
MTC	Alameda County: Niles Canyon Trail, Phase 1	4202	11/20/2019	$269,381
MTC	Livermore: Arroyo Road Trail	4202	11/20/2019	$400,000
MTC	WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	4202	11/20/2020	$300,000
MTC	EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	4202	11/20/2019	$1,000,000
MTC	JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	4202	11/20/2019	$950,000
MTC	San Francisco: McLaren Park and Neighborhood Connections Plan	4202	11/20/2019	$194,000
MTC	State Coastal Conservancy (for SF Rec & Park): Twin Peaks Trail Imps.	4202	11/20/2020	$74,000
MTC	GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	4202	11/20/2019	$200,000
MTC	Half Moon Bay: Pillar Point Public Access Improvements	4202	11/20/2019	$298,000
MTC	Menlo Park: Bedwell Bayfront Park Access Improvements	4202	11/20/2019	$520,000
MTC	San Mateo County: Colma Creek Adaptation Study	4202	11/20/2019	$110,000
MTC	San Mateo Co,: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	4202	11/20/2020	$137,900
MTC	South San Francisco: Sign Hill Conservation and Trail Master Plan	4202	11/20/2020	$135,100
MTC	Point Blue: Pajaro River Watershed Habitat Rest. & Climate Resilient Imps.	4202	11/20/2019	$379,000
MTC	SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	4202	11/20/2019	$400,000
MTC	SCVOSA: Tilton Ranch Acquisition	4202	11/20/2019	$1,000,000
MTC	PCA Grant Implementation	4202	11/20/2019	$500,000
MTC	Bay Area Greenprint PCA Improvements	4202	3/28/2018	$30,000

MTC Resolution No. 3989
Attachment B
Adopted: 02/23/11-C
Revised: 10/26/11-C 02/26/14-C 12/21/16-C 07/26/17-C 02/28/18-C 03/28/18-C 09/26/18-C 11/28/18-C 03/27/19-C 09/25/19-C 11/20/19-C 03/25/20-C 11/20/20-C 03/22/23-C 05/24/23-C 10/25/23-C 11/15/23-C 12/20/23-C 02/28/24-C 03/27/24-C 05/22/24-C 06/26/24-C 07/24/24-C 09/25/24-C 11/20/24-C 01/22/25-C 02/26/25-C 03/26/25-C 06/25/25-C 09/24/25-C 10/22/25-C 11/19/25-C 12/17/25-C 01/28/26-C 02/25/25-C 03/25/26-C 04/22/26-C 05/27/26-C 06/24/26-C 09/23/26-C 10/28/26-C

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Regional Priority Conservation Area (PCA) Program (OBAG 3)	4505	11/15/2023	
MTC	CCRCD: Livestock Pond Restoration	4505	11/20/2024	$280,000
MTC	EBRPD: Tidewater Expansion	4505	11/20/2024	$1,000,000
MTC	GGNPC: Bothin Marsh Evolving Shorelines	4505	11/20/2024	$670,000
MTC	NCRPOSD: Phinney Fee Acquisition	4505	11/20/2024	$1,000,000
MTC	SCVHA: Richmond Ranch Acquisition	4505	11/20/2024	$1,000,000
MTC	SCVOSA: Rancho Canada del Oro Bay Area Ridge Trail	4505	11/20/2024	$250,000
MTC	Santa Clara County: Upper Stevens Creek Trail	4505	11/20/2024	$500,000
MTC	SFRPD: Visitacion Ave Bike/Ped Safety Improvements	4505	3/26/2025	$750,000
MTC	Pacific Flyway Fund: Pacific Flyway Center - Walk in the Marsh	4505	9/24/2025	$1,000,000
MTC	OPRF: Restoring Connections - Deep East Oakland Community Stewardship, Creeks, & Shoreline Access	4505	6/24/2026	$450,000
MTC	San Pablo: McNeil Park	4505	6/24/2026	$500,000
MTC	San Rafael: Canal Boatyard urban Park Connection	4505	6/24/2026	$800,000
MTC	NCRCD: Resilient Suscol Creek - Climate-Ready Habitat Planning	4505	6/24/2026	$440,000
MTC	SFRPD: Twin Peaks Promenade - Bay Area Ridge Trail Connection & Habitat Restoration	4505	6/24/2026	$500,000
MTC	Grassroots Ecology: Fire & Flora - Resilient Foothills Initiative	4505	6/24/2026	$210,000
MTC	Midpen ROSD: Hwy 17 Wildlife & Ridge Trail Crossings and Connections	4505	6/24/2026	$750,000
MTC	UC Cooperative Extension: Santa Clara Valley Agricultural Outreach and Awareness	4505	6/24/2026	$200,000
MTC	POST: North Coyote Valley Wildlife and Trails Study	4505	6/24/2026	$250,000
MTC	WRC/Kashia Band of Pomo Indians: South Fork Gualala River Acquisition	4505	6/24/2026	$750,000
MTC	Petaluma River Park Foundation: Petaluma River Park	4505	6/24/2026	$550,000
MTC	Sonoma Land Trust: Osprey Hill Ranch	4505	6/24/2026	$450,000
MTC	Sonoma/SEC: Improving Habitat Quality and Bike/Ped Connectivity on PCA Creeks	4505	6/24/2026	$250,000
MTC	PCA Grant Implementation	4505	9/24/2025	$1,600,000
MTC	Priority Production Area (PPA) Pilot Program	4505	10/25/2023	
MTC	Benicia: Port of Benicia - Infras. & Facility Modernization Plan	4505	10/25/2023	$750,000
MTC	CC County: N Waterfront PPAs Technical Assistance Project	4505	10/25/2023	$500,000
MTC	East Bay Econ Dev Alliance: Next Gen East Bay Indust Bldgs/Districts	4505	10/25/2023	$500,000
MTC	STA: Aligning Middle Wage Jobs with Housing in Solano County	4505	10/25/2023	$500,000
MTC	**Regional Bikeshare (Added)**	**4505**	**10/28/2026**	**$1,000,000**
MTC	Ebike Access Capital Grant	4505	9/23/2026	$1,500,000

MTC Resolution No. 3989
Attachment B
Adopted: 02/23/11-C
Revised: 10/26/11-C 02/26/14-C 12/21/16-C 07/26/17-C 02/28/18-C 03/28/18-C 09/26/18-C 11/28/18-C 03/27/19-C 09/25/19-C 11/20/19-C 03/25/20-C 11/20/20-C 03/22/23-C 05/24/23-C 10/25/23-C 11/15/23-C 12/20/23-C 02/28/24-C 03/27/24-C 05/22/24-C 06/26/24-C 07/24/24-C 09/25/24-C 11/20/24-C 01/22/25-C 02/26/25-C 03/26/25-C 06/25/25-C 09/24/25-C 10/22/25-C 11/19/25-C 12/17/25-C 01/28/26-C 02/25/25-C 03/25/26-C 04/22/26-C 05/27/26-C 06/24/26-C 09/23/26-C 10/28/26-C

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	TAM/SCTCA: Bike Share Capital and Outreach - SMART Corridor (Revised)	3925 4505	2/28/2018 9/23/2026	$1,326,000
Richmond	Bike Share Capital and Outreach - Richmond	3925	2/28/2018	$1,024,000
MTC	Bay Area Preservation Pilot (BAPP)	4311	2/28/2018	$10,000,000
MTC	IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	$589,000
MTC	IDEA - Walnut Creek: Various Locations	4202	11/28/2018	$621,000
Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	$500,000
MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	$1,046,000
MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	$1,100,000
MTC	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	3/27/2019	$144,000

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Bay Wheels Bikeshare Expansion	4505	10/25/2023	
MTC	Bay Wheels Bikeshare E-bike Expansion - Berkeley, Emeryville, Oakland, San Francisco, San Jose	4505	3/22/2023	$15,940,000
MTC	Adaptive Bikeshare Pilot - Berkeley, Emeryville, Oakland, San Jose	4505	7/24/2024	$100,000
MTC	Adaptive Bikeshare Pilot - San Francisco	4505	7/24/2024	$100,000
MTC	Bay Wheels Bikeshare Expansion - Daly City	4505	9/25/2024	$1,250,000
MTC	Bikeshare Station Siting - Oakland	4505	10/25/2023	$150,000
MTC	Marketing for Bikeshare E-bike Expansion Launch	4505	10/25/2023	$150,000
MTC	Membership Incentives for Bikeshare E-bike Expansion Launch	4505	10/25/2023	$200,000
MTC	Bay Wheels Contract Extension	4505	3/25/2026	$2,410,000
MTC	Regional Active Transportation Technical Assistance Program	4505	12/20/2023	
MTC	El Cerrito: BART to Bay Trail Connector	4505	12/20/2023	$40,000
MTC	El Cerrito: South El Cerrito Safe Routes to School	4505	12/20/2023	$40,000
MTC	Mountain View: Evelyn Avenue Bikeway, Franklin to Bernardo	4505	12/20/2023	$40,000
MTC	Napa Valley Vine Trail Coalition: NVVT Gap Closure North to S Napa County	4505	12/20/2023	$40,000
MTC	Oakland: Doolittle Drive Bay Trail Gap Closure	4505	12/20/2023	$40,000
MTC	Orinda: Wilder/Downtown Class 1 Multi-use Path Development Project	4505	12/20/2023	$40,000
MTC	Petaluma: Lakeville Corridor Multi-Modal Improvements Study	4505	12/20/2023	$40,000
MTC	Pleasant Hill: Monument Boulevard Active Transportation Corridor	4505	12/20/2023	$40,000
MTC	SCTA/Rohnert Park: Hwy 101 Bike/Ped Overcrossing at Copeland Creek	4505	12/20/2023	$40,000
MTC	San Bruno: San Bruno Avenue Complete Streets Project	4505	12/20/2023	$40,000
MTC	San Jose: Quick Build Delineators to Complete 11 Class IV Bikeways	4505	3/27/2024	$200,000
MTC	San Mateo County: Midcoast Multimodal Parallel Trail Gap Closure	4505	12/20/2023	$40,000
MTC	Santa Clara: De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bike Projects	4505	12/20/2023	$40,000
MTC	Santa Rosa: Deployment of Quick Build Low-Stress Bicycle Facilities	4505	3/27/2024	$200,000
MTC	Union City: UC Blvd. Bay Trail Connect/ Ala Creek Trail to Dry Creek Park	4505	12/20/2023	$40,000
MTC	Vallejo: Mare Island Causeway Complete Street	4505	12/20/2023	$40,000
MTC	Alameda: Willie Stargell Ave Safety Improvements	4505	3/26/2025	$300,000
MTC	Albany: Pierce-Cleveland Bikeway Connection	4505	3/26/2025	$300,000
MTC	BART: Coliseum BART Bike/Ped Preferred Path of Travel Improvements	4505	3/26/2025	$300,000
MTC	Colma: El Camino Real Bike/Ped Improvement (Segment A)	4505	3/26/2025	$300,000

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Lafayette: EBMUD Aqueduct Pathway	4505	3/26/2025	$300,000
MTC	Oakland: Fruitvale Connections	4505	3/26/2025	$300,000
MTC	Richmond: Richmond Wellness Trail	4505	3/26/2025	$150,000
MTC	San Leandro: Hesperian Boulevard Bike Lane Gap Closure	4505	3/26/2025	$100,000
MTC	Santa Clara County: San Tomas Trail Extension	4505	3/26/2025	$300,000
MTC	South San Francisco: Colma/SSF El Camino Real Bike/Ped Improvement (Segment C)	4505	3/26/2025	$300,000
MTC	Active Transportation Technical Assistance Implementation	4505	3/26/2025	$90,000
MTC	**Active Transportation/Regional Trails Technical Assistance (Added)**	**4505**	**10/28/2026**	**$1,500,000**
MTC	Community Action Resources and Empowerment (CARE) Program	4505	10/25/2023	
MTC	CARE Power-Building and Engagement	4505	10/25/2023 12/17/2025	$2,000,000
MTC	United Seniors of Oakland Alameda County: Peer to Peer Senior Mobility	4505	1/28/2026	$50,000
MTC	Climate Resilient Communities: Capacity Building for Housing Equity in San Mateo County	4505	1/28/2026	$50,000
MTC	Latina Coalition of Silicon Valley: Latina Leaders for Housing and Mobility Justice	4505	1/28/2026	$50,000
MTC	Youth Leadership Institute: Justice Grows Here - Coastside Leadership Academy	4505	1/28/2026	$50,000
MTC	East Contra Costa Community Alliance: Leadership Academy for Community Action	4505	1/28/2026	$100,000
MTC	Fair Housing Advocates Northern CA: North Bay Housing Access Partnership Initiative	4505	1/28/2026	$100,000
MTC	EBHO: Affirmatively Further Fair Housing - Local Context and Regional Application	4505	1/28/2026	$100,000
MTC	BORP: Adaptive Micromobility Program	4505	1/28/2026	$200,000
MTC	Bonafide: Transit to Belonging - Reentry Access and Mobility	4505	1/28/2026	$200,000
MTC	One Treasure Island: Community Mobility Pilot	4505	1/28/2026	$100,000
MTC	CARE CBTP Technical Assistance Implementation	4505	2/25/2026	$12,000,000
MTC	**CARE Participatory Budgeting and Implementation (PBI) (Revised)**	**4740**	**10/28/2026**	**$8,000,000**
MTC	**VTA: City of Gilroy CARE PB Process (added)**	**4740**	**10/28/2026**	**$200,000**
MTC	**TAM: County of Marin CARE PB Process (added)**	**4740**	**10/28/2026**	**$125,000**
MTC	**STA: City of Vallejo CARE PB Process (added)**	**4740**	**10/28/2026**	**$75,000**
MTC	Pavement Management Program (PMP) Pavement Asset Data Collection Updates	4505	3/27/2024	$2,000,000
MTC	Enhancing Support for Safety in the Bay Area (SS4A Match)	4505	3/27/2024	$2,000,000
MTC	Bay Area Vision Zero Data System	4505	3/27/2024 3/26/2025 2/25/2026	$260,000
MTC	Bay Trail Planning	4505	5/22/2024	$350,000
MTC	Oakland: Doolittle Drive Bay Trail Gap Closure	4505	9/24/2025	$250,000
MTC	BAHFA: Mixed-Income Loan Fund	4505	9/24/2025 5/27/2026	$10,000,000
MTC	CEAC: Statewide Local Streets and Roads Needs Assessment	4505	11/19/2025	$315,000
MTC	Regional Housing Technical Assistance	4505	2/26/2025	

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Alameda County: TOC Housing Policy Development	4505	3/26/2025	$400,000
MTC	Emeryville: TOC Housing Policy Development	4505	3/26/2025	$250,000
MTC	Marin County: TOC Housing Policy Development	4505	3/26/2025	$400,000
MTC	Menlo Park: TOC Housing Policy Development	4505	3/26/2025	$250,000
MTC	Belmont: TOC Housing Policy Development in San Mateo County	4505	3/26/2025	$500,000
MTC	Morgan Hill: TOC Housing Policy Development	4505	3/26/2025	$200,000
MTC	Windsor: TOC Housing Policy Development	4505	3/26/2025	$200,000
MTC	RHTA Implementation	4505	3/26/2025	$865,000
MTC	TOC Policy Implementation	4505	3/26/2025	$400,000
			Total Committed:	**$128,963,381**

*$10 million original contribution fully repaid and reprogrammed

Metropolitan Transportation Commission
Programming and Allocations Committee

October 14, 2026 **Agenda Item 2d-26-2168**

MTC Resolution Nos. 4632, Revised; 4791; and 4797. Allocation of $26.3 million in Regional Measure 3 (RM3) capital funds to the Bay Area Toll Authority (BATA), Port of Oakland, and Santa Clara Valley Transportation Authority (VTA)

Subject:

Allocation of $26.3 million in RM3 capital funds to three projects:

- RM3 Project 2, Bay Area Corridor Express Lanes Program – $10 million to the Santa Clara Valley Transportation Authority for the US-101 Silicon Valley Express Lanes Phase 5 Project (RM3 Project #2.6).
- RM3 Project 3, Goods Movement and Mitigation Program – $11 million to the Port of Oakland for the Green Power Microgrid Project (RM3 Project #3.5).
- RM3 Project 25, Richmond-San Rafael Bridge Access Improvements – $5.3 million to the Bay Area Toll Authority for the Cutting Boulevard Transit Priority Project (RM3 Project #25.3).

Background:

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. As of January 1, 2025, BATA has implemented the full three-dollar RM3 toll. MTC Resolution No. 4404, Revised, establishes policies and procedures to guide the delivery of capital projects funded by RM3. The overall RM3 capital expenditure program in statute is listed in Attachment A, including Commission-programmed subprojects, Letters of No Prejudice (LONPs), and allocations. Through September 2026, nearly $2.32 billion in RM3 Capital Program allocations have been approved by the Commission and via Delegated Authority.

October RM3 Recommendations:

Staff recommends approval of $26.3 million in RM3 allocations to three projects. The table below shows the recommended projects for this month's actions; summaries of each request are included in Attachment B, and further details are provided in each allocation resolution.

Project Sponsor	RM3 Project No.	MTC Resolution No.	Project Title	Requested Project Phase	Amount ($millions)
VTA	2.6	4797	US-101 Silicon Valley Express Lanes Phase 5	CON	$10
Port of Oakland	3.5	4791	Green Power Microgrid Project	CON	$11
BATA	25.3	4632	Cutting Boulevard Transit Priority Project	CON	$5.3
				Allocation Total	**$26.3**

Regional Compliance:

The BATA's Cutting Boulevard Transit Priority project is subject to the requirements of the Complete Streets Policy contained in MTC Resolution No. 4493. BATA submitted an approved complete streets checklist, and the project is compliant with the requirements of MTC Resolution No. 4493.

Issues:

None.

Recommendations:

Refer MTC Resolution Nos. 4632, Revised, 4791, and 4797 to the Commission for approval.

Attachments:

- Attachment A – RM3 Capital Expenditure Plan Tracker
- Attachment B – RM3 Allocation Project Summaries
- MTC Resolution No. 4632, Revised
  - Attachments A1-D1
- MTC Resolution No. 4791
  - Attachments A1-D1
- MTC Resolution No. 4797
  - Attachments A1-D1

Andrew B. Fremier

Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in **Bold**)

Project No.	Project Title[1,2]	Funding Amount ($M)	Project Sponsor/ Implementing Agency[1,2]	LONP Issued ($M)	Allocated Amount[3] ($M)	Estimated Total Cost[4] ($M)	Allocating Resolution	Most Recent Allocation Date	Current Project Phase	Estimated Completion Date[6]	Reimbursements to Date[5]
1	BART Expansion Cars	$ 500.00	BART		*$ 500.00*	$ 1,152.70	4636	*4/24/2024-C*	*Vehicle Procurement*	*2026*	$ 372.32
2	Bay Area Corridor Express Lanes	$ 317.00	MTC								
2.1	*I-80 Express Lanes in Solano County*	*$ 101.70*	*STA*	*$ 70.42*	*$ 70.42*	*$ 248.70*	*4591*	*6/26/2023-C*	*Construction*	*2024*	*$ 29.53*
2.2	*I-80 Express Lanes in Solano County (Toll System)*		*BAIFA*	*$ 31.28*	*$ 31.28*	*$ 31.30*	*4592*	*3/27/2024-C*	*Construction*	*2025*	*$ -*
2.3	*I-680 Southbound Express Lanes in Alameda County*	*$ 80.00*	*ACTC*	*$ 80.00*	*$ 80.00*	*$ 259.30*	*4597*	*7/26/2023-C*	*Construction*	*2025*	*$ 62.04*
2.4	*US 101 Express Lanes: I-380 to Santa Clara County Line*	*$ 75.00*	*SMCTA*								
2.5	*Interstate 680 Northbound Express Lane Completion*	*$ 50.00*	*CCTA*		*$ 33.91*	*$ 238.34*	*4759*	*4/22/2026-C*	*Design, Right of Way, Construction*	*2026*	*$ -*
2.6	***US-101 Silicon Valley Express Lanes Phase 5***	***$ 10.00***	***VTA***		***$ 10.00***	***$ 282.19***	***4797***	***10/28/2026-C***	***Construction***	***2030***	*$ -*
3	Goods Movement and Mitigation	$ 160.00	MTC/ACTC								
3.1	*GoPort 7th St Grade Separation East*	*$ 55.00*	*ACTC*	*$ 55.00*	*$ 55.00*	*$ 364.50*	*4598*	*7/26/2023-C*	*Construction*	*2023*	*$ 20.87*
3.2	*Railroad Safety Enhancement Program*	*$ 25.00*	*ACTC*		*$ 25.00*	*$ 107.09*	*4764*	*5/27/2026-C*	*Construction*	*2026*	*$ -*
3.3	*Martin Luther King Jr. Way Streetscape Improvements*	*$ 29.62*	*City of Oakland*		*$ 29.62*	*$ 59.23*	*4699*	*9/24/2025-C*	*Construction*	*2025*	*$ -*
3.4	*Embarcadero West Rail Safety and Access Improvements*	*$ 14.38*	*City of Oakland*								
3.5	***Green Power Microgrid Project***	***$ 11.00***	***Port of Oakland***		***$ 11.00***	***$ 92.23***	***4791***	***10/28/2026-C***	***Construction***	***2029***	***$ -***
4	San Francisco Bay Trail / Safe Routes to Transit	$ 150.00	MTC								
4.1	*East Bay Greenway Multimodal Phase 1*	*$ 25.00*	*ACTC*			*$ 192.06*					
4.2	*Stargell Avenue Complete Street Project*	*$ 4.90*	*City of Alameda*		*$ 0.20*	*$ 7.41*	*4731*	*04/22/2026-C*	*Design*	*2026*	*$ -*
4.3	*Adeline Street Quick-Build*	*$ 0.92*	*City of Berkeley*		*$ 0.92*	*$ 1.04*	*4731*	*10/22/2025-C*	*Construction*	*2026*	*$ -*
4.4	*40th Street Multimodal Project*	*$ 13.17*	*CIty of Emeryville*			*$ 30.60*					
4.5	*San Pablo Ave Enhanced Bicycle and Pedestrian Gap Closure Study*	*$ 0.43*	*CCPW*		*$ 0.43*	*$ 0.50*	*4731*	*2/25/2026-C*	*Construction*	*2026*	*$ -*
4.6	*Canal Neighborhood Bellam Gateway Local Access Improvement Project*	*$ 6.84*	*City of San Rafael*			*$ 8.56*					
4.7	*Multimodal Bay Skyway: YBI MUP*	*$ 16.25*	*SFCTA & MTC*		*$ 16.25*	*$ 209.05*	*4731*	*11/26/2025-C*	*Construction*	*2025*	*$ -*
4.8	*Multimodal Bay Skyway: West Oakland Link*	*$ 7.50*	*SFCTA & MTC*		*$ 7.50*	*$ 81.90*	*4731*	*5/27/2026-C*	*Construction*	*2026*	*$ -*
5	Ferry Enhancement Program	$ 300.00	WETA								
5.1	*Mission Bay Ferry Landing*	*$ 26.00*	*WETA*	*$ 25.00*	*$ 26.00*	*$ 74.40*	*4614*	*5/28/2025-C*	*Planning and Preliminary*	*2027*	*$ 0.10*

Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in **Bold**)

Project No.	Project Title[1,2]	Funding Amount ($M)	Project Sponsor/ Implementing Agency[1,2]	LONP Issued ($M)	Allocated Amount[3] ($M)	Estimated Total Cost[4] ($M)	Allocating Resolution	Most Recent Allocation Date	Current Project Phase	Estimated Completion Date[6]	Reimbursements to Date[5]
5.2	*Shoreline Electrical Program*	*$ 0.84*	*WETA*		*$ 0.84*	*$ 29.90*	*4614*	*3/27/2024-C*	*Planning and Preliminary*	*2028*	*$ 0.61*
5.3	*Berkeley Marina Ferry Facility*	*$ 3.00*	*WETA*		*$ 3.00*	*$ 11.00*	*4614*	*7/24/2024-C*	*Environmental and Design*	*2028*	*$ 0.11*
5.4	*Three 149-Passenger Electric Ferry Vessels*	*$ 32.14*	*WETA*		*$ 32.14*	*$ 58.40*	*4614*	*2/26/2025-C*	*Vehicle Procurement*	*2030*	*$ 3.18*
5.5	*One 400-Passenger Vessel*	*$ 5.46*	*WETA*		*$ 5.46*	*$ 36.33*	*4614*	*9/24/2025-C*	*Vehicle Procurement*	*2028*	*$ -*
5.6	*Hydrus Vessel Conversion to All Battery Electric Ferry*	*$ 8.89*	*WETA*		*$ 8.89*	*$ 23.46*	*4614*	*11/19/2025-C*	*Construction*	*2028*	*$ -*
5.7	*Downtown San Francisco Gate G Universal Charging Float*	*$ 10.27*	*WETA*		*$ 10.27*	*$ 30.50*	*4614*	*12/17/2025-C*	*Construction*	*2029*	
5.8	*Seaplane Ferry Terminal Universal Charging Float*	*$ 16.19*	*WETA*		*$ 16.19*	*$ 28.36*	*4614*	*12/17/2025-C*	*Construction*	*2029*	
6	BART to Silicon Valley Phase 2	$ 375.00	VTA		*$ 192.51*	$ 12,558.74	4765	*08/26/2026-C*	*Construction*	*2037*	$ -
7	Sonoma-Marin Area Rail Transit (SMART)	$ 40.00	SMART	$ 5.00							
8	Capitol Corridor	$ 90.00	CCJPA		$ -						$ -
9	Caltrain Downtown Extension	$ 325.00	TJPA		*$ 100.70*	$ 8,254.80	4612	*11/15/2023-C*	*Design and Right of Way*	*2032*	$ 0.12
10	Muni Fleet Expansion & Facilities	$ 140.00	SFMTA								
10.01	*Potrero Modernization Project*	*$ 45.90*	*SFMTA*		*$ 45.90*	*$ 580.00*	*4615*	*12/17/2025-C*	*Environmental and Design*	*2027*	*$ 3.50*
10.02	*Light Rail Vehicle (LRV) Procurement*	*$ 6.50*	*SFMTA*		*$ 6.83*	*$ 1,126.90*	*4615*	*1/24/2024-C*	*Vehicle Procurement*	*2026*	*$ 6.50*
10.03	*40'/60' hybrid buses*	*$ 27.01*	*SFMTA*		*$ 27.01*	*$ 147.30*	*4615*	*1/24/2024-C*	*Vehicle Procurement*	*2026*	*$ 0.03*
10.04	*Kirkland Electrification*	*$ 6.51*	*SFMTA*		*$ 6.51*	*$ 156.60*	*4615*	*7/24/2024-C*	*Planning and Environmental*	*2028*	*$ 3.79*
10.05	*Battery Electric Bus procurement*	*$ 14.76*	*SFMTA*		*$ 14.43*	*$ 44.40*	*4615*	*7/23/2025-C*	*Vehicle Procurement*	*2027*	*$ 0.43*
10.06	*Presidio Yard Modernization*	*$ 12.59*	*SFMTA*		*$ 12.59*	*$ 496.10*	*4615*	*3/27/2024-C*	*Planning and Environmental*	*2032*	*$ 0.21*
10.07	*Vintage Streetcar Rehabilitation*	*$ 6.72*	*SFMTA*		*$ 6.72*	*$ 12.10*	*4615*	*6/26/2024-C*	*Planning and Environmental*	*2029*	*$ -*
10.08	*New Flyer Midlife Overhaul*	*$ 12.44*	*SFMTA*		*$ 11.34*	*$ 146.20*	*4615*	*6/26/2024-C*	*Construction*	*2025*	*$ 11.34*
10.X	*40' Motor coach replacement*	*$ 2.25*	*SFMTA*								
10.X	*Paratransit Fleet Replacement Program*	*$ 0.33*	*SFMTA*								
10.X	*Embarcadero Station Rehabilitation*	*$ 5.00*	*SFMTA*								
11	Core Capacity Transit Improvements	$ 140.00	MTC/ACTC/AC Transit								
11.1	*Training and Education Center Modernization*	*$ 9.00*	*AC Transit*		*$ 9.00*	*$ 26.42*	*4722*	*7/23/2025-C*	*Construction*	*2027*	*$ -*

Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in **Bold**)

Project No.	Project Title[1,2]	Funding Amount ($M)	Project Sponsor/ Implementing Agency[1,2]	LONP Issued ($M)	Allocated Amount[3] ($M)	Estimated Total Cost[4] ($M)	Allocating Resolution	Most Recent Allocation Date	Current Project Phase	Estimated Completion Date[6]	Reimbursements to Date[5]
11.2	*Hayward Facility Hydrogen Charging Infrastructure*	*$ 4.10*	*AC Transit*		*$ 4.10*	*$ 20.27*	*4722*	*7/23/2025-C*	*Design and Construction*	*2028*	*$ -*
12	AC Transit Rapid Bus Corridor Improvements	$ 100.00	AC Transit/ACTC								
12.1	*Telegraph Rapid*	*$ 2.70*	*AC Transit*		*$ 2.70*	*$ 15.40*	*4613*	*11/15/2023-C*	*Construction*	*2024*	$ 1.74
12.2	*Quick Build Transit Priority Projects*	*$ 1.50*	*AC Transit*		*$ 1.50*	*$ 3.30*	*4613*	*12/20/2023-C*	*Construction*	*2025*	*$ 1.24*
13	Transbay Core Capacity	$ 50.00	BART		*$ 50.00*	$ 4,388.94	4781	*08/26/2026-C*	*Construction/ Procurement*	*2035*	$ -
14	Tri-Valley Transit Access Improvements	$ 100.00	MTC /tbd								
15	Eastridge to BART Regional Connector	$ 130.00	VTA		*$ 130.00*	$ 530.00	4596	*7/26/2023-C*	*Construction*	*2028*	$ 130.00
16	San Jose Diridon Station	$ 100.00	VTA	$ 30.00	*$ 65.12*	TBD	4608	*9/24/2025-C*	*Environmental and Early Right*	*TBD*	$ 28.73
17	Dumbarton Corridor Improvements	$ 130.00	BATA/ACTC/ SMCTD/SMCTA								
17.1	*San Mateo Dumbarton Busway*	*$ 5.00*	*SamTrans*		*$ 4.10*	*$ 143.90*	*4660*	*7/24/2024-C*	*Feasibility and Environmental*	*2029*	$ 0.01
17.2	*Union City BART At-grade Pedestrian Crossing*	*$ 3.00*	*ACTC/Union City*		*$ 3.00*	*$ 8.40*	*4660*	*11/20/2024-C*	*Construction*	*2026*	$ -
17.3	*Fremont Quarry Lakes Trail*	*$ 10.80*	*ACTC/Fremont*		*$ 1.03*	*$ 32.80*	*4660*	*11/20/2024-C*	*Final Design*	*2028*	$ -
17.4	*Marshland Road Bay Trail Segment Gap Closure*	*$ 1.00*	*BATA/City of Fremontt*		*$ 1.00*	*TBD*	*4660*	*1/22/2025-C*	*Planning and Environmental*	*2027*	$ -
17.5	*Quarry Lakes Parkway*	*$ 25.00*	*Union City*		*$ 16.73*	*$ 334.48*	*4660*	*12/17/2025-C*	*Design, Right of Way and*	*2030*	
17.6	*Thornton Avenue Complete Streets & Bay Trail*	*$ 15.00*	*ACTC/Newark*		*$ 15.00*	*$ 24.65*	*4660*	*1/28/2026-C*	*Construction*	*2028*	
17.7	*SR 84-US 101 Interchange Reimagined Project*	*$ 48.00*	*Redwood City / SMCTA*		*$ -*						
17.X	*Decoto Road Complete Streets and I-880/Decoto Road Interchange Modernization*	*$ 18.20*	*Fremont*								
17.X	*BATA Programming/ Dumbarton Forward Operational Improvements*	*$ 4.00*	*BATA*								
18	Highway 101/ State Route 92 Interchange	$ 50.00	C/CAG/ SMCTA								
18.1	*101/92 Area Improvements Project*	*$ 21.96*	*SMCTA*	*$ 0.03*	*$ 21.96*	*$ 51.60*	*4635*	*6/26/2024-C*	*Construction*	*2026*	*$ 1.81*
18.2	*101/92 Direct Connector Project*	*$ 24.00*	*SMCTA*	*$ 2.00*	*$ 2.00*	*TBD*	*4599*	*7/26/2023-C*	*Environmental*	*2029*	*$ 0.55*
19	Contra Costa I-680/SR-4 Interchange Improvements	$ 210.00	CCTA								
19.1	*I-680/SR-4 Interchange Improvement Phase 1 and 2A*	*$ 210.00*	*CCTA*	*$ 8.00*	*$ 24.00*	*$ 431.10*	*4586*	*4/23/2025-C*	*Final Design*	*2028*	$ 12.16
19.2	*I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study*	*$ 1.00*	*CCTA*		*$ 0.50*	*$ 0.50*	*4586*	*3/27/2024-C*	*Feasibility Study*	*2025*	*$ 0.20*
20	Highway 101-Marin/Sonoma Narrows	$ 120.00	TAM/SCTA								

Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in **Bold**)

Project No.	Project Title[1,2]	Funding Amount ($M)	Project Sponsor/ Implementing Agency[1,2]	LONP Issued ($M)	Allocated Amount[3] ($M)	Estimated Total Cost[4] ($M)	Allocating Resolution	Most Recent Allocation Date	Current Project Phase	Estimated Completion Date[6]	Reimbursements to Date[5]
20.1	*Marin Segment*	*$ 88.00*	*TAM*	*$ 87.98*	*$ 87.98*	*$ 135.60*	*4593*	*6/28/2023-C*	*Final Design and Construction*	*2026*	*$ 69.06*
20.2	*Marin Sonoma Narrows - Sonoma Segment*		*SCTA*	*$ -*	*$ 4.00*	*$ 4.00*	*4640*	*5/28/2025-C*	*Design*	*2032*	*$ 0.33*
21	Solano County I-80/I-680/SR-12 Interchange Project	$ 133.00	STA	$ 18.58							
21.1	*Solano County I-80/I-680/SR-12 Interchange Project (Package 2)*	*$ 50.00*	*STA*		*$ 3.68*	*$ 100.20*	*4594*	*06/26/24-DA*	*Construction Completed,*	*2025*	*$ 2.54*
21.2	*Solano County I-80/I-680/SR-12 Interchange Project (Package 5)*	*$ 83.30*	*STA*		*$ 11.00*	*$ 84.30*	*4594*	*9/25/2024-C*	*Design*	*2028*	*$ 2.93*
22	Interstate 80 Westbound Truck Scales	$ 105.00	STA	$ 5.27	*$ 99.11*	$ 248.20	4595	*2/25/2026-C*	*Design and Right of Way*	*2028*	$ 22.75
23	State Route 37 Improvements	$ 100.00	TAM/NVTA/STA/SCTA								
23.1	*SR 37 and Fairgrounds Drive Interchange*	*$ 15.00*	*STA*		*$ 15.00*	*$ 29.00*	*4602*	*7/26/2023-C*	*Construction*	*2024*	*$ 13.05*
23.2	*Interim Segment B*	*$ 50.00*	*SCTA/MTC*	*$ -*	*$ 46.00*	*$ 434.50*	*4607*	*4/22/2026-C*	*Right of Way and Construction*	*2026*	*$ 3.87*
23.3	*Hwy 37/121 Long Term Improvements - PAED*	*$ 10.00*	*SCTA*		*$ 10.00*	*$ 1,000.00*	*4725*	*9/24/2025-C*	*Environmental*	*2025*	*$ -*
23.4	*SR37 Flood Reduction Project, Phase 1*	*$ 25.00*	*TAM*		*$ 25.00*	*$ 270.00*	4745	*5/27/2026-C*	*Construction*	*2026*	*$ -*
24	San Rafael Transit Center	$ 30.00	GGBHTD								
25	Richmond-San Rafael Bridge Access Improvements	$ 210.00	BATA/CCTA/TAM								
25.1	*US-101/I-580 Direct Connector*	*$ 135.00*	*TAM*	*$ 5.60*	*$ 7.80*	*$ 223.00*	*4606*	*10/25/2023-C*	*Environmental*	*2033*	*$ 5.22*
25.2	*I-580 Richmond Parkway Interchange Operational Improvements*	*$ 7.00*	*BATA/CCTA*		*$ 0.95*	*$ 7.00*	*4631*	*2/28/2024-C*	*Preliminary Engineering and*	*2026*	*$ -*
25.3	***Cutting Boulevard Transit Improvements***	***$ 6.00***	***BATA***		***$ 6.00***	***$ 7.72***	***4632***	***10/28/2026-C***	***Construction***	***2028***	***$ -***
25.4	*Open Road Tolling (ORT) & I-580 WB HOV Lane Extension*	*$ 5.00*	*BATA*		*$ 5.00*	*$ 36.00*	*4726*	*9/24/2025-C*	*Construction*	*2028*	*$ -*
25.5	*Point Richmond Traffic Improvements*	*$ 0.78*	*BATA*		*$ 0.18*	*$ 0.78*	*4732*	*10/22/2025-C*	*Construction*	*2028*	*$ -*
25.6	*Richmond Wellness Trail Phase II*	*$ 2.50*	*BATA/CCTA/Richmond*		*$ 2.50*	*$ 6.86*	*4733*	*12/17/2025-C*	*Construction*	*2029*	*$ -*
25.7	*Neighborhood Complete Streets Project*	*$ 7.50*	*BATA/CCTA/Richmond*		*$ 7.50*	*$ 12.99*	*4734*	*12/17/2025-C*	*Construction*	*2029*	*$ -*
26	North Bay Transit Improvements	$ 100.00	MTC								
26.01	*Vine Transit Maintenance Facility*	*$ 20.00*	*NVTA*	*$ 20.00*	*$ 20.00*	*$ 40.70*	*4584*	*6/28/2023-C*	*Completed*	*2024*	*$ 20.0*
26.02	*Solano Rail Hub*	*$ 10.00*	*STA*		*$ 2.49*	*$ 52.70*	*4584*	*7/26/2023-C*	*Environmental*	*2029*	*$ -*
26.03	*County Connection Bus Replacements*	*$ 5.00*	*CCTA*		*$ 5.00*	*$ 26.60*	*4584*	*9/27/2023-C*	*Completed*	*2023*	*$ 5.00*
26.04	*ECCTA Hydrogen Fuel*	*$ 0.08*	*ECCTA*		*$ 0.08*	*$ -*	*4584*	*4/22/2026-C*	*Canceled*	*2025*	*$ 0.08*

Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in **Bold**)

Project No.	Project Title[1,2]	Funding Amount ($M)	Project Sponsor/ Implementing Agency[1,2]	LONP Issued ($M)	Allocated Amount[3] ($M)	Estimated Total Cost[4] ($M)	Allocating Resolution	Most Recent Allocation Date	Current Project Phase	Estimated Completion Date[6]	Reimbursements to Date[5]
26.05	*Windsor Extension - Windsor High School Undercrossing*	*$ 2.80*	*SMART*		*$ 2.80*	*$ 2.80*	*4584*	*5/22/2024-C*	*Construction*	*2024*	*$ 2.80*
26.06	*Zero Emission Bus and Infrastructure*	*$ 6.67*	*WCCTA*		*$ 6.67*	*$ 28.40*	*4584*	*12/18/2024-C*	*Construction*	*2027*	*$ -*
26.07	*State Route 37/Fairgrounds Drive Interchange Improvements Project*	*$ 3.00*	*STA*		*$ 3.00*	*$ 35.40*	*4602*	*12/18/2024-C*	*Construction*	*2026*	*$ 3.00*
26.08	*San Rafael Transit Center Replacement*	*$ 2.00*	*TAM/GGBHTD*		*$ 0.50*	*$ 67.60*	*4584*	*3/26/2025-C*	*Preliminary Engineering and*	*2028*	*$ 0.26*
26.09	*Bus Stop Rehabilitation*	*$ 2.50*	*TAM/Marin Transit*		*$ 0.30*	*$ 2.50*	*4584*	*7/23/2025-C*	*Planning*	*2028*	*$ -*
26.10	*SMART Marin Civic Center Station Kiss-and-Ride and Micromobility Connector*	*$ 0.22*	*TAM/SMART*		*$ 0.22*	*$ 1.72*	*4584*	*7/23/2025-C*	*Engineering Design*	*2028*	*$ -*
26.11	*SMART Pathway in Novato*	*$ 4.71*	*TAM/SMART*		*$ 4.71*	*$ 7.67*	*4584*	*7/23/2025-C*	*Design/Build*	*2027*	*$ -*
26.12	*Petaluma Transit Facility Electrification*	*$ 0.92*	*TAM/Marin Transit*		*$ 1.04*	*$ 3.52*	*4584*	*9/24/2025-C*	*Construction*	*2027*	*$ -*
26.13	*Fixed Route Electric Vehicle Charging & Maintenance Facility*	*$ 2.00*	*SCTA / Pelatuma Transit*		*$ 0.92*	*$ 44.46*	*4584*	*9/24/2025-C*	*Design*	*2026*	*$ -*
26.14	*Santa Rosa US 101 Bicycle Pedestrian Overcrossing*	*$ 10.60*	*SCTA/City of Santa Rosa*		*$ 10.60*	*$ 43.75*	*4584*	*11/19/2025-C*	*Construction*	*2028*	*$ -*
26.15	*City of Fairfield Transit Facility Expansion*	*$ 1.20*	*STA*		*$ 1.20*	*$ 5.54*	*4584*	*2/25/2026-C*	*Construction*	*2026*	
26.16	*ECCTA Facility Rehabilitation*	*$ 1.43*	*ECCTA*		*$ 1.43*	*$ 8.00*	*4584*	*4/22/2026-C*	*Construction*	*2027*	
26.X	*Replacement Electric Buses Purchase - 4 Buses*	*$ 3.60*	*SCTA*								
26.X	*ECCTA Vehicle Replacement*	*$ 5.16*	*CCTA/ECCTA*								
26.X	*Transit Hub Improvements*	*$ 1.00*	*SCTA/Santa Rosa CityBus*								
26.X	*Transit Bus Replacements*	*$ 1.50*	*TAM/Marin Transit*								
26.X	*TBD remaining funds for CCTA, STA, TAM*	*$ 18.00*	*CCTA/STA/TAM*								
27	State Route 29	$ 20.00	NVTA	$ 20.00	*$ 20.00*	$ 54.00	4583	*6/28/2023-C*	*Construction*	*2024*	*$ 20.00*
28	Next-Generation Clipper Transit Fare Payment System	$ 50.00	MTC	$ 30.00	*$ 50.00*	$ 207.40	4609	*11/15/2023-C*	*Design and Implementation*	*2025*	*$ -*
29	I-680/I-880/Route 262 Freeway Connector	$ 15.00	ACTC	$ 10.00		TBD					
29.1	*State Route 262 (Mission Boulevard) Cross Connector Project*	*$ 15.00*	*ACTC*		*$ 10.00*	*TBD*	*4601*	*7/26/2023-C*	*Environmental*	*2032*	*$ 2.54*
30	I-680/SR 84 Interchange Reconstruction Project	$ 85.00	ACTC	$ 85.00	*$ 85.00*	$ 245.30	4600	*7/26/2023-C*	*Construction*	*2025*	*$ 80.15*
31	I-80 Transit Improvements	$ 25.00	CCTA								
31.1	*San Pablo Multimodal Corridor*	*$ 7.50*	*CCTA*		*$ 1.00*	*$ 124.00*	*4670*	*12/18/2024-C*	*Planning*	*2029*	*$ -*
31.2	*Express Bus Service in I-80 Corridor (Bus Acquisition)*	*$ 5.00*	*WestCat*		*$ 1.75*	*$ 10.60*	*4670*	*12/18/2024-C*	*Vehicle Procurement*	*2026*	*$ 1.68*

Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in **Bold**)

Project No.	Project Title[1,2]	Funding Amount ($M)	Project Sponsor/ Implementing Agency[1,2]	LONP Issued ($M)	Allocated Amount[3] ($M)	Estimated Total Cost[4] ($M)	Allocating Resolution	Most Recent Allocation Date	Current Project Phase	Estimated Completion Date[6]	Reimbursements to Date[5]
32	Byron Highway Vasco Road Airport Connector	$ 10.00	CCTA								
33	Vasco Road Safety Improvements	$ 15.00	CCTA/SR4 Bypass Authority		$ 15.00	$ 40.00	4787	8/26/2026-C	Construction	*2026*	$ -
34	East Contra Costa County Transit Intermodal Center	$ 15.00	CCTA								
34.1	*Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4*	*$ 14.00*	*CCTA*	*$ 13.00*	*$ 14.00*	*$ 16.30*	*4585*	*1/24/2024-DA*	*Construction Close out*	*2025*	*$ 13.38*
35	I-680 Transit Improvements	$ 10.00	CCTA								
35.1	*Martinez Amtrak Station Shared Mobility Hub*	*$ 0.69*	*CCTA*		*$ 0.48*	*$ 3.70*	*4641*	*5/22/2024-C*	*Preliminary Engineering*	*2027*	*$ 0.06*
35.2	*Bollinger Canyon Road Shared Mobility Hub*	*$ 2.07*	*CCTA*		*$ 0.50*	*$ 18.90*	*4641*	*1/22/2025-C*	*Environmental*	*2028*	*$ 0.07*
35.3	*Walnut Creek Shared Mobility Hub*	*$ 1.94*	*CCTA*		*$ 0.54*	*$ 16.30*	*4641*	*1/22/2025-C*	*Environmental*	*2028*	*$ 0.39*
Total		**$ 4,450.00**		**$ 602.15**	**$ 2,341.51**						**$ 960.27**

Notes

1 For full legislated project description and project sponsor language, please refer to California Streets and Highways Code Section 30914.7, https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC&sectionNum=30914.7.

2 Sub-projects are indicated with shading. Sub-project designation has been made under MTC Res. No. 4411 for MTC/BATA/BAIFA sponsored programmatic categories, and/or under MTC Res. No. 4412 for LONPs, and/or in allocating resolutions. Project 23 subprojects are as agreed upon by SR 37 Policy Committee, which includes representatives from the four project sponsor county transportation authorities.

3 Inclusive of current month requests, which are indicated in **bold font**.

4 Estimated project costs as approved in the allocating resolution

5 RM3 reimbursements paid to project sponsors as of FY2026 Q2.

6 Estimated completion dates based on RM3 allocation request materials

October 2026 Recommended RM3 Allocations – Project Summaries

Project 2 – Bay Area Corridor Express Lanes Program

RM3 provides $316.7 million in toll funds to RM3 Project 2, Bay Area Corridor Express Lanes. This RM3 programmatic category funds activities to complete the Bay Area Express Lane Network. One allocation under this category is proposed this month:

RM3 #2.6 Santa Clara Valley Transportation Authority: US-101 Silicon Valley Express Lanes Phase 5 Project ($10,000,000)

The Santa Clara Valley Transportation Authority (VTA) is the sponsoring agency for RM3 Project 2.6, the US-101 Express Lanes Phase 5 Project, and requests $10,000,000 for the project's construction phase. This project will convert existing carpool lanes to express lanes and add a second express lane on US 101 between Fair Oaks Avenue and the US 101/I-880 interchange, along with auxiliary lanes, ramp modifications, and the electronic toll system infrastructure needed to support the express lanes. The project will address congestion on US 101 as part of VTA's broader Silicon Valley Express Lanes Program. VTA is expected to complete construction by June 2030.

The Commission programmed $10 million of RM3 Express Lanes Program reserve funds to the US-101 Silicon Valley Express Lanes Phase 5 project via amendment to MTC Resolution No. 4411, Attachment B, on April 22, 2026.

Project 3 – Goods Movement and Mitigation Program

RM3 provides $160 million in toll funds to RM3 Project 3, Goods Movement and Mitigation Program. This RM3 programmatic category funds projects to reduce truck traffic congestion and mitigate its environmental effects in Alameda County. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland. One allocation under this category is proposed this month:

RM3 #3.5 Port of Oakland: Green Power Microgrid Project ($11,000,000)

The Alameda County Transportation Commission and the Port of Oakland are the sponsoring agencies for RM3 Project 3.5, Green Power Microgrid Project, and requests $11,000,000 for the project's construction phase. The project will address the Port's need for zero-emission charging infrastructure and deliver 145 heavy-duty EV chargers at five Port of Oakland seaport locations, including the Harbor Facilities Complex, three marine terminals, and a labor training facility. The project includes funding from Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP). The Port of Oakland is expected to complete construction by March 2029.

The Commission redirected $11 million of RM3 Goods Movement and Mitigation funding from the City of Oakland Neighborhood and Railroad Safety Improvements project to the Port of Oakland Green Power Microgrid project via amendment to MTC Resolution No. 4411, Attachment A, on September 23, 2026.

Project 25 – Richmond-San Rafael Bridge Access Improvements Projects

RM3 provides $210 million in toll funds to RM3 Project 25, the Richmond-San Rafael Bridge Access Improvements project. One allocation under this category is proposed this month:

RM3 #25.3 Bay Area Toll Authority: Cutting Boulevard Transit Improvements Project ($5,300,000)

The Bay Area Toll Authority (BATA) is the project sponsor for RM3 Project 25.3, Cutting Boulevard Transit Improvements in Contra Costa County. The Cutting Boulevard Transit Improvements project is part of a suite of near-term strategies to improve travel options across the bridge corridor in Contra Costa County. The Cutting Boulevard Transit Improvements project will improve transit access and operations in the corridor by implementing Transit Signal Priority (TSP) and bus stop improvements along Cutting Boulevard in the City of Richmond for the Golden Gate Transit Route 580, which serves travel across the Richmond-San Rafael Bridge. BATA requests an allocation of $5.3 million in construction funds to complete the project. Construction will begin in May 2027 and is expected to be completed by February 2028.

Date: February 28, 2024
W.I.: 1255
Referred by: PAC
Revised: 04/30/24-DA, 03/26/25-DA
01/28/26-DA, 06/24/26-DA
10/28/26-C

ABSTRACT

Resolution No. 4632, Revised

This resolution approves the allocation of Regional Measure 3 funds for the Cutting Boulevard Transit Priority project in Contra Costa County, sponsored by the Bay Area Toll Authority (BATA).

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation
Attachment B – Project and Subproject Details
Attachment C – Project Funding Plan and Schedule
Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates $0.450 million in RM3 funds to the environmental phase for the Cutting Boulevard Transit Priority project in Contra Costa County.

This resolution was revised by Delegated Authority on April 30, 2024, to update the project title and scope for the Cutting Boulevard Transit Improvements project (RM3 Project #25.3) to the Cutting Boulevard Transit Priority project to accurately capture the full extent of the Cutting Boulevard, I-80, and San Pablo Boulevard intersection.

This resolution was revised on March 26, 2025 via Delegated Authority, to allocate $150,000 in RM3 funds for the design phase of the Cutting Boulevard Transit Priority project (RM3 Project #25.3).

This resolution was revised on January 28, 2026 via Delegated Authority, to allocate $150,000 in RM3 funds for the design phase of the Cutting Boulevard Transit Priority project (RM3 Project #25.3).

This resolution was revised by Delegated Authority on June 24, 2026, to extend the expiration date of the $500,000 allocation in RM3 funds to BATA for the engineering phase of the Cutting

Boulevard Transit Priority project (RM3 Project #25.3) from June 30, 2026, to June 30, 2027. These revisions also include updates to this project's schedule, funding plan, and cash flow.

This resolution was revised on October 28, 2026 via Commission Action, to allocate $5,250,000 in RM3 funds for the construction phase of the Cutting Boulevard Transit Priority project (RM3 Project #25.3).

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated February 14, 2024 and October 14, 2026.

Date: February 28, 2024
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Cutting Boulevard Improvements project in Contra Costa County.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4632

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a "County" and, collectively, the "Counties") to approve a toll increase of three dollars ($3.00) phased in over time, including a one dollar ($1.00) toll increase on January 1, 2019, a one dollar ($1.00) toll increase on January 1, 2022, and a one dollar ($1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area ("Regional Measure 3"); and

WHEREAS, on September 26, 2018, BATA adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 ("RM3") at such special election voted affirmatively for RM3; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

WHEREAS, the Cutting Boulevard Transit Improvements project in Contra Costa County (PROJECT) is part of the programmatic category of projects identified within capital project number 25 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the BATA (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance

with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions set forth in attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on February 28, 2024.

Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	25.3
Project Title	Cutting Boulevard Transit Priority Project
Project Sponsor	Bay Area Toll Authority

Activities to be funded with Allocation #1:

This allocation will fund the environmental phase of the Cutting Boulevard Transit Priority Project in Contra Costa County.

On 6/24/26, this allocation was extended to 6/30/27 via Delegated Authority due to delays in project delivery.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date		Allocation Amount
24463201	28-Feb-24	PA&ED	FY 2023-24	30-Jun-27	$	450,000

Cumulative Total - Allocation 1	$	450,000

Activities to be funded with Allocation #2:

This allocation will fund the design phase of the Cutting Boulevard Transit Priority Project in Contra Costa County.

On 6/24/26, allocation 25463202 was extended to 6/30/27 via Delegated Authority due to delays in project delivery.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date		Allocation Amount
25463202	26-Mar-25	PS&E	FY 2024-25	30-Jun-27	$	150,000
26463203	28-Jan-26	PS&E	FY 2025-26	30-Jun-27	$	150,000

Cumulative Total - Allocation 2	$	300,000

Activities to be funded with Allocation #3:

This allocation will fund the construction phase of the Cutting Boulevard Transit Priority Project in Contra Costa County.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date		Allocation Amount
27463204	28-Oct-26	CON	FY 2026-27	30-Jun-30	$	5,250,000

Cumulative Total - Allocation 3	$	5,250,000

Cumulative Total	$	6,000,000

Regional Measure 3

Allocation of Funds

Conditions of Allocation

RM3 Project Number	25.3
Project Title	Cutting Boulevard Transit Priority Project
Project Sponsor	Bay Area Toll Authority

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

Conditions of Allocation #1	
1	None.
2	

Conditions of Allocation #2	
1	None.
2	

Conditions of Allocation #3	
1	Allocation conditioned on concurrent allocation resolution action by BATA on October 28, 2026.
2	

Regional Measure 3

Allocation of Funds

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

RM3 Project Number	25.3	
Project Title	Cutting Boulevard Transit Priority Project	
Lead Sponsor(s)	**Other Sponsor(s)**	**Implementing Agency**
Bay Area Toll Authority	CCTA	BATA
Legislated Project Description		**RM3 Legislated Funding (in $1,000s)**
(25) Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including a direct connector from northbound Highway 101 to eastbound Interstate 580, westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in Contra Costa County, and Richmond Parkway interchange improvements. Of the amount allocated to this project, one hundred thirty-five million dollars ($135,000,000) shall be dedicated to the direct connector from northbound Highway 101 to eastbound Interstate 580 in Marin County and seventy-five million dollars ($75,000,000) shall be dedicated to the projects in Contra Costa County. One hundred thirty five million dollars ($135,000,000).		$75,000

Sponsor Programming and Allocation Request Action

BATA approved the allocation resolutions, Resolution No. 182, on December 18, 2024 and Resolution No. 191, on December 15, 2025, and No. 196 on October 28, 2026.

Detailed Project/Subproject Description

The project will improve transit access and operations in the Richmond-San Rafael Bridge corridor by evaluating and implementing Transit Signal Priority (TSP) and bus stop improvements along Cutting Boulevard between San Pablo Avenue and I-580 in the cities of El Cerrito and Richmond for the Golden Gate Transit Route 580, which serves travel across the bridge. The TSP will benefit both Golden Gate Transit and AC Transit service along Cutting Boulevard. The project will include signal controller and other related upgrades to support TSP along Cutting Boulevard west of I-80 to the I-580 on and off-ramps. The stop improvements will include pedestrian access and stop amenities for the shared Golden Gate Transit and AC Transit stops.

Regional Measure 3

Allocation of Funds

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

RM3 Project Number	25.3
Project Title	Cutting Boulevard Transit Priority Project
Project Sponsor	Bay Area Toll Authority

Project Funding Plan — **Project Schedule**

Phase	Funding Source	Committed? (Yes/No)	Total Amount ($1,000s)	Start	End
ENV	RM3	Yes	$ 450		
	AC Transit Local Funds	Yes	$ 400		
	ENV Subtotal		$ 850	Sep-24	May-25
PSE	RM3	Yes	$ 300		
	AC Transit Local Funds	Yes	$ 100		
	PSE Subtotal		$ 400	May-25	Nov-26
ROW					
	ROW Subtotal		$ -		
CON	RM3	No	$ 5,250		
	LCTOP	Yes	$ 1,739		
	CON Subtotal		$ 6,989	May-27	Jan-28
	Capital Funding Total		$ 8,239		

Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	25.3
Project Title	Cutting Boulevard Transit Priority Project
Project Sponsor	Bay Area Toll Authority

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

Funding Source	Phase	Prior	2022-23	2023-24	2024-25	2025-26	Future committed	Total Amount ($ thousands)
RM 3	PA&ED			$ 450				$ 450
AC Transit Funds	PA&ED			$ 400				$ 400
								$ -
ENV Subtotal		$ -	$ -	$ 850	$ -	$ -	$ -	$ 850
RM3	PSE					$ 300		$ 300
AC Transit Funds	PSE					$ 100		$ 100
								$ -
PSE Subtotal		$ -	$ -	$ -	$ -	$ 400	$ -	$ 400
								$ -
								$ -
								$ -
ROW Subtotal		$ -	$ -	$ -	$ -	$ -	$ -	$ -
RM3	CON						$ 5,250	$ 5,250
LCTOP	CON						$ 1,739	$ 1,739
								$ -
								$ -
								$ -
								$ -
CON Subtotal		$ -	$ -	$ -	$ -	$ -	$ 6,989	$ 6,989
RM 3 Funding Subtotal		$ -	$ -	$ 450	$ -	$ 300	$ 5,250	$ 6,000
Capital Funding Total		$ -	$ -	$ 850	$ -	$ 400	$ 6,989	$ 8,239

Date: October 28, 2026
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4791

This resolution approves the allocation of Regional Measure 3 funds for the Green Power Microgrid project in Alameda County, sponsored by the Port of Oakland.

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation
Attachment B – Project and Subproject Details
Attachment C – Project Funding Plan and Schedule
Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates $11 million in RM3 funds to the construction phase for the Green Power Microgrid project in Alameda County.

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated October 14, 2026.

Date: October 28, 2026
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Green Power Microgrid project in Alameda County.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4791

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a "County" and, collectively, the "Counties") to approve a toll increase of three dollars ($3.00) phased in over time, including a one dollar ($1.00) toll increase on January 1, 2019, a one dollar ($1.00) toll increase on January 1, 2022, and a one dollar ($1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area ("Regional Measure 3"); and

WHEREAS, on September 26, 2018, BATA adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 ("RM3") at such special election voted affirmatively for RM3; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

WHEREAS, the Green Power Microgrid project in Alameda County (PROJECT) is part of the programmatic category of projects identified within capital project number 3 Goods Movement and Mitigation under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Port of Oakland (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the

State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions set forth in attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

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Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on October 28, 2026.

Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	3.5
Project Title	Green Power Microgrid Project
Project Sponsor	Port of Oakland

Activities to be funded with Allocation #1:

This allocation will fund the construction phase of the Green Power Microgrid project in Alameda County.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date		Allocation Amount
27479101	28-Oct-26	CON	FY 2026-27	30-Jun-30	$	11,000,000

Cumulative Total - Allocation 1	$	11,000,000

Cumulative Total - Project 3.5	$	11,000,000

Regional Measure 3

Allocation of Funds

Conditions of Allocation

RM3 Project Number	3.5
Project Title	Green Power Microgrid Project
Project Sponsor	Port of Oakland

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

Conditions of Allocation #1	
1	None.
2	

Regional Measure 3

Allocation of Funds

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

RM3 Project Number	3.5	
Project Title	Green Power Microgrid Project	
Lead Sponsor(s)	**Other Sponsor(s)**	**Implementing Agency**
Alameda County Transportation Commission (ACTC)	Port of Oakland	Port of Oakland
Legislated Project Description		**RM3 Legislated Funding (in $1,000s)**
(3) Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland. The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland.		$160,000
Sponsor Programming and Allocation Request Action		
The Alameda County Transportation Commission adopted a resolution in September 2026 identifying projects under RM3 Project 3 and named the Port of Oakland as the implementing agency for the Green Power Microgrid Project in the neighborhood and railroad safety improvements near the Port of Oakland category. The Port of Oakland adopted the allocation resolution at its September 2026 meeting.		
Detailed Project/Subproject Description		
The Green Power Microgrid project will address the Port's need for zero-emission charging infrastructure and deliver 145 heavy-duty EV chargers at five Port of Oakland seaport locations, including the Harbor Facilities Complex, three marine terminals, and a labor training facility.		

Regional Measure 3

Allocation of Funds

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

RM3 Project Number	3.5
Project Title	Green Power Microgrid Project
Project Sponsor	Port of Oakland

Project Funding Plan — **Project Schedule**

Phase	Funding Source	Committed? (Yes/No)	Total Amount ($1,000s)	Start	End
ENV	Port of Oakland	Yes	$ 239		
	ENV Subtotal		$ 239	Sep-23	Sep-24
PSE	Port of Oakland	Yes	$ 1,659		
	TCEP Grant	Yes	$ 2,922		
	PSE Subtotal		$ 4,581	Oct-24	Dec-25
ROW					
	ROW Subtotal		$ -		
CON	RM3	Yes	$ 11,000		
	Port of Oakland	Yes	$ 36,152		
	TCEP Grant	Yes	$ 43,267		
	ACTC Funding	Yes	$ 10,000		
	CON Subtotal		$ 100,419	Jul-26	Feb-29
	Capital Funding Total		$ 105,239		

Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	3.5
Project Title	Green Power Microgrid Project
Project Sponsor	Port of Oakland

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

Funding Source	Phase	Prior	2026-27	20278-28	2028-29	2029-30	Future committed	Total Amount ($ thousands)
Port	ENV	$ 239						$ 239
								$ -
								$ -
ENV Subtotal		$ 239	$ -	$ -	$ -	$ -	$ -	$ 239
Port	PSE	$ 1,659						$ 1,659
TCEP	PSE	$ 2,922						$ 2,922
								$ -
PSE Subtotal		$ 4,581	$ -	$ -	$ -	$ -	$ -	$ 4,581
N/A								$ -
								$ -
								$ -
ROW Subtotal		$ -	$ -	$ -	$ -	$ -	$ -	$ -
RM3	CON		$ 4,543	$ 5,895	$ 562			$ 11,000
Port	CON		$ 14,932	$ 19,373	$ 1,847			$ 36,152
TCEP	CON		$ 14,490	$ 26,272	$ 2,505			$ 43,267
ACTC	CON		$ 4,130	$ 5,359	$ 511			$ 10,000
								$ -
								$ -
CON Subtotal		$ -	$ 38,096	$ 56,898	$ 5,425	$ -	$ -	$ 100,419
RM 3 Funding Subtotal		$ -	$ 4,543	$ 5,895	$ 562	$ -	$ -	$ 11,000
Capital Funding Total		$ 4,820	$ 38,096	$ 56,898	$ 5,425	$ -	$ -	$ 105,239

Date: October 28, 2026
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4797

This resolution approves the allocation of Regional Measure 3 funds for the US-101 Silicon Valley Express Lanes Phase 5 project in Santa Clara County, sponsored by the Santa Clara Valley Transportation Authority (VTA).

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation
Attachment B – Project and Subproject Details
Attachment C – Project Funding Plan and Schedule
Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates $10 million in RM3 funds to the construction phase for the US-101 Silicon Valley Express Lanes Phase 5 project.

The Programming and Allocations Summary Sheet dated October 14, 2026 further discusses this action.

Date: October 28, 2026
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for US-101 Silicon Valley Express Lanes Phase 5 Project in Santa Clara County.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4797

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a "County" and, collectively, the "Counties") to approve a toll increase of three dollars ($3.00) phased in over time, including a one dollar ($1.00) toll increase on January 1, 2019, a one dollar ($1.00) toll increase on January 1, 2022, and a one dollar ($1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area ("Regional Measure 3"); and

WHEREAS, on September 26, 2018, BATA adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 ("RM3") at such special election voted affirmatively for RM3; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

WHEREAS, the US-101 Silicon Valley Express Lanes Phase 5 Project in Santa Clara County (PROJECT) is part of the programmatic category of projects identified within capital project number 2 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Santa Clara Valley Transportation Authority (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance

with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions set forth in attachment B; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on October 28, 2026.

Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	2.6
Project Title	US-101 Silicon Valley Express Lanes Phase 5
Project Sponsor	Santa Clara Valley Transportation Authority

Activities to be funded with Allocation #1

This allocation will fund the construction phase of the US-101 Silicon Valley Express Lanes Phase 5 project.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date		Allocation Amount
27479701	28-Oct-26	CON	FY 2026-27	30-Jun-30	$	10,000,000

Cumulative Total - Allocation 1	$	10,000,000

Regional Measure 3

Allocation of Funds

Conditions of Allocation

RM3 Project Number	2.6
Project Title	US-101 Silicon Valley Express Lanes Phase 5
Project Sponsor	Santa Clara Valley Transportation Authority

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

Conditions of Allocation #1	
1	None.
2	

Regional Measure 3

Allocation of Funds

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

RM3 Project Number	2.6	
Project Title	US-101 Silicon Valley Express Lanes Phase 5	
Lead Sponsor(s)	**Other Sponsor(s)**	**Implementing Agency**
Santa Clara Valley Transportation Authority (VTA)		VTA/Caltrans
Legislated Project Description		**RM3 Legislated Funding (in $1,000s)**
(2) Bay Area Corridor Express Lanes. Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara. Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness. Three hundred million dollars ($300,000,000).		$316,700
Sponsor Programming and Allocation Request Action		
VTA approved the allocation request resolution at the VTA Board meeting on August 6, 2026.		
Detailed Project/Subproject Description		
The US-101 Express Lanes Phase 5 project will convert existing carpool lanes to express lanes and add a second express lane on US 101 between Fair Oaks Avenue and the US 101/I-880 interchange, along with auxiliary lanes, ramp modifications, and the electronic toll system infrastructure needed to support the express lanes. The project will address congestion on US 101 as part of VTA's broader Silicon Valley Express Lanes Program.		

Regional Measure 3

Allocation of Funds

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

RM3 Project Number	2.6
Project Title	US-101 Silicon Valley Express Lanes Phase 5
Project Sponsor	Santa Clara Valley Transportation Authority

Project Funding Plan **Project Schedule**

Phase	Funding Source	Committed? (Yes/No)	Total Amount ($1,000s)	Start	End
ENV	VTA Local Funds	Yes	$ 2,170		
	ENV Subtotal		$ 2,170	Mar-10	Jul-15
PSE	VTA Local Funds	Yes	$ 2,535		
	FHWA Earmark	Yes	$ 3,278		
	STIP	Yes	$ 11,408		
	VTA Financing	Yes	$ 9,369		
	PSE Subtotal		$ 26,590	Mar-20	Jul-26
ROW	STIP	Yes	$ 233		
	VTA Local EL Revenues	Yes	$ 4,521		
	ROW Subtotal		$ 4,754	Aug-23	Jul-26
CON	RM3	Yes	$ 10,000		
	VTA Financing	Yes	$ 239,142		
	STIP-ETS	Yes	$ 17,670		
	CON Subtotal		$ 266,812	Nov-26	Jul-26
	Capital Funding Total		$ 300,326		

Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	2.6
Project Title	US-101 Silicon Valley Express Lanes Phase 5
Project Sponsor	Santa Clara Valley Transportation Authority

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

Funding Source	Phase	Prior	2026-27	2027-28	2028-29	2029-30	Future committed	Total Amount ($ thousands)
VTA	ENV	$ 2,170						$ 2,170
								$ -
								$ -
ENV Subtotal		$ 2,170	$ -	$ -	$ -	$ -	$ -	$ 2,170
VTA	PSE	$ 2,535						$ 2,535
FHWA	PSE	$ 3,278						$ 3,278
STIP & VTA Financing	PSE	$ 20,777						$ 20,777
PSE Subtotal		$ 26,590	$ -	$ -	$ -	$ -	$ -	$ 26,590
STIP & VTA Financing	ROW	$ 4,754						$ 4,754
								$ -
								$ -
ROW Subtotal		$ 4,754	$ -	$ -	$ -	$ -	$ -	$ 4,754
RM3	CON		$ 10,000					$ 10,000
VTA Financing	CON		$ 27,000	$ 51,998	$ 160,144			$ 239,142
STIP - ETS	CON		$ 17,670					$ 17,670
								$ -
								$ -
								$ -
CON Subtotal		$ -	$ 54,670	$ 51,998	$ 160,144	$ -	$ -	$ 266,812
RM3/BAIFA Funding Subtotal		$ -	$ 10,000	$ -	$ -	$ -	$ -	$ 10,000
Capital Funding Total		$ 33,514	$ 54,670	$ 51,998	$ 160,144	$ -	$ -	$ 300,326

Metropolitan Transportation Commission
Programming and Allocations Committee

October 14, 2026 **Agenda Item 2f-26-2170**

MTC Resolution No. 4604, Revised; 4740, Revised; 3989; Revised. Programming $400,000 in Participatory Budgeting (PB) process funds to the Santa Clara Valley Transportation Authority (VTA), the County of Marin, and the City of Vallejo.

Subject:

Revisions to the Community Action Resource and Empowerment Program (CARE), One Bay Area Grant (OBAG 4) Program, and the MTC Exchange Program to award $400,000 in Participatory Budgeting (PB) process funds to the Santa Clara Valley Transportation Authority (VTA), the County of Marin, and the City of Vallejo.

Background:

MTC's CARE Program, the successor to MTC's Lifeline Transportation Program (the agency's first program focused on improving social equity outcomes), was established in November 2023. CARE supports three program categories: (1) transportation-based community capacity power-building and engagement (Pb+E), (2) community-based transportation plan project development technical assistance (CBTP TA), and (3) participatory budgeting and implementation (PBI). Together, these three program categories support the Bay Area's Equity Priority Communities — census tracts identified by MTC and ABAG as having a higher concentration of underserved populations, such as households with low incomes and people of color —and similar locally-designated geographies in the nine-county Bay Area region. In May, the Commission programmed $12.4 million in OBAG 4 Regional Program funds as an advanced programming action for the PBI category and also revised the CARE Program (MTC Resolution No. 4604) guidelines to support its implementation. PBI is intended to deliver smaller-scale neighborhood projects identified through community-driven planning efforts, including CBTPs and PB processes. Of the $12.4 million programmed, $400,000 is a regional set-aside for PB processes available to counties on an opt-in basis. PB is a democratic decision-making process in which community members decide how to spend part of a public budget. PB engages residents in identifying needs, developing project ideas, and voting on priorities, with local agencies implementing the projects that receive community support. Staff conducted outreach with County Transportation Authorities (CTAs) throughout Summer 2026 to explain program

guidelines and application requirements. Project nominations were due July 31, 2026, and MTC received three applications. Funds will be programmed to the respective CTAs.

Staff recommend programming $400,000 in PB process funds as follows:

- Santa Clara Valley Transportation Authority (VTA): $200,000 to support the City of Gilroy's combined PB process and Community Based Transportation Plan.
- Transportation Authority of Marin (TAM): $125,000 to support the County of Marin's PB Cycle 2. Funding will support community engagement, outreach, and technical support..
- Solano Transportation Authority (STA): $75,000 to support the City of Vallejo's 9th PB cycle. Funding will support community engagement, outreach, and technical support.

As part of this action, staff recommend changing the fund source for the above projects from federal STP/CMAQ to non-federal MTC exchange funds to address eligibility constraints.

Issues:

None.

Recommendations:

Refer MTC Resolution Nos. 4604, Revised; 4740, Revised; and 3989, Revised to the Commission for approval. MTC Resolution No. 3989 is also recommended for revisions under Agenda Item 2e but is included once under this Agenda Item. Resolution No. 4740 is proposed for additional revisions under Agenda Item 4a, and is included once under that item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

Attachments:

- Attachment A – CARE PB Process Application Summary
- MTC Resolution No. 4604, Revised
    - Attachment A - Community Action Resource and Empowerment (CARE) Program Cycle 1 Guidelines

- MTC Resolution No. 4740, Revised (provided under Commission Agenda Item 8b)
    - Attachment B-1 – OBAG 4 Regional Programs
- MTC Resolution No. 3989, Revised
    - Attachment B – Funding Commitments

Andrew B. Fremier

October 2026 Recommended CARE Participatory Budgeting (PB) Process Fund Programming – Project Summaries

MTC received three applications requesting a total of $525,000 from the $400,000 CARE PB process fund. Staff evaluated each request based on approach, engagement plan, commitment to PB, and prior planning efforts. Recommended programming totals $400,000.

Santa Clara Valley Transportation Authority (VTA)

Request: $200,000

Recommendation: $200,000

VTA proposes a combined Community-Based Transportation Plan (CBTP) and PB process in the City of Gilroy focused on transportation investments. As part of their request, VTA is seeking a two-year extension of the remaining $600,000 in unspent OBAG Cycle 3 funds originally allocated for CBTPs. The proposal leverages $200,000 of extended OBAG Cycle 3 CBTP funding, reserves $352,000 for implementation of PB-selected transportation projects, and may receive additional support from the Gilroy Foundation. The tentative start date is January 2027.

County of Marin

Request: $250,000

Recommendation: $125,000

The County of Marin requests funding to support its PB Cycle 2, including community engagement, committee facilitation, technical assistance, and outreach. The county has committed $2.5 million toward implementation of future PB projects and is currently in the "Brainstorm Ideas" phase through September.

City of Vallejo

Request: $75,000

Recommendation: $75,000

The City of Vallejo seeks support for its 9th PB cycle, with funds supporting community engagement, outreach, proposal development, and voting activities. The city has committed $1 million for implementation of selected PB projects and is currently in the "Idea Collection" phase through October.

Date: November 15, 2023
W.I.: 1310
Referred by: PAC
Revised: 11/19/25-C 01/28/26-C
02/25/26-C 05/27/26-C
10/28/26-C

ABSTRACT

Resolution No. 4604, Revised

This resolution adopts MTC's First Cycle Community Action Resource and Empowerment (CARE) Program Guidelines.

The following attachment is provided with this Resolution:

- Attachment A — First Cycle Community Action Resource and Empowerment (CARE) Program Guidelines and Funding Fiscal Year (FY) 2022-23 through FY 2025-26.

On November 19, 2025, Attachment A was revised to reflect updated funding information.

On January 28, 2026, Attachment A was revised to reflect updated funding information.

On February 25, 2026, Attachment A was revised to reflect updated funding information and program guidance.

On May 27, 2026, Attachment A was revised to reflect updated funding information and program guidance.

On October 28, 2026, Attachment A was revised to reflect updated funding information.

Further discussion of the CARE Guidelines is provided in the Programming and Allocations Committee Summary sheet dated November 8, 2023, November 12, 2025, January 14, 2026, February 11, 2026, May 13, 2026, and October 14, 2026.

Date: November 15, 2023
W.I.: 1310
Referred by: PAC

RE: First Cycle Community Action Resource and Empowerment (CARE) Program Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4604

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

WHEREAS, MTC adopted Resolution No. 4505, which established the One Bay Area Grant Program (OBAG 3) Project Selection and Programming Policies for programming FY2022-23 through FY 2025-26 federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, MTC adopted Resolution No. 4548, which authorized an allocation request and established a funding plan for MTC's Regional Early Action Plan (REAP 2.0) formula funds; and

WHEREAS, MTC Resolution Nos.4505, Revised, 4548, and 3989, Revised, program OBAG 3, MTC Exchange Program and REAP 2.0 funds towards Community Choice initiatives; and

WHEREAS, MTC renamed "Community Choice" to the "Community Action Resource and Empowerment (CARE)" Program; and

WHEREAS, MTC has conducted a program evaluation of the Lifeline Transportation Program resulting in the design and formation of the Community Action Resource and Empowerment (CARE) Program; and

WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to fund a Cycle 1 program of projects for the Community Action Resource and Empowerment (CARE) Program; now, therefore be it

RESOLVED, that MTC approves the program guidelines to be used in the administration and selection of the Cycle 1 CARE projects, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, the Executive Director of MTC shall forward a copy of this Resolution, and such other information as may be required, to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Alfredo Pedroza, Chair

The above Resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on November 15, 2023.

Date: November 15, 2023
W.I.: 1310
Referred by: PAC
Revised: 11/19/25-C 01/28/26-C
02/25/26-C 05/27/26-C
10/28/26-C

METROPOLITAN
TRANSPORTATION
COMMISSION

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

METROPOLITAN TRANSPORTATION COMMISSION

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

FY 2022-23 AND FY 2025-26

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METROPOLITAN TRANSPORTATION COMMISSION
COMMUNITY ACTION RESOURCE AND EMPOWERMENT (CARE) PROGRAM
CYCLE 1 GUIDELINES

FY 2022-23 AND FY 2025-26

1. BACKGROUND. The Community Action Resource and Empowerment (CARE) Program establishes the policy framework and commitments for supporting community-led transportation enhancements in Equity Priority Communities as referenced in Plan Bay Area 2050 (PBA2050): Implementation Strategy. PBA2050 outlines the region's Long-Range Plan, incorporating equity through investments and policies that affect historically and systemically marginalized, underserved and excluded groups, including people with low incomes, people with disabilities and communities of color. Funds for the program come from a four-year period covering federal fiscal years (FY) 2022-23 through FY 2025-26. Attachment A outlines the CARE program mission, goals, objectives, funding availability, program architecture, and programming policies.

   Since 2005, the Lifeline Transportation Program (LTP) supported and advanced projects identified in Community Based Transportation Plans and the Coordinated Public Transit-Human Services Transportation Plan. The LTP was redesigned to form the Community Action Resource and Empowerment Program (CARE) to address administrative fund source barriers, to better align and advance high priority community-based transportation plans with project implementation, and to strengthen community assets by better resourcing community relationship and power-building.

2. PROGRAM MISSION AND GOALS. The Community Action Resource and Empowerment (CARE) Program is a capacity building, technical assistance, and participatory budgeting grant program for under-resourced communities (i.e., Equity Priority Communities, Priority Populations) in the 9-county Bay Area region.

   a. Mission:

      i. To provide under-resourced communities (i.e., Equity Priority Communities, Priority Populations) with the opportunity to advance high priority community-based, multi-sector transportation-housing-climate initiatives that improve mobility.

      ii. To support community leaders in transformative change, working effectively in diverse, ambiguous, and challenging contexts in achieving multi-beneficial transportation mobility, housing, and climate outcomes.

   b. Goals: The goals of the program are to:

      i. Strengthen multi-sector partnerships to advance more impactful, intersectional, and innovative projects. These initiatives must:

         - Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP), MTC Coordinated Public Transit-Human Services Transportation Plan, or other substantive local planning efforts involving focused outreach to low-income populations. While preference will be given to community-based plan priorities, strategies emerging from

countywide or regional welfare-to-work transportation plans, or other documented assessment of need within the designated Equity Priority Community will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serving low-income constituencies within the county, as applicable.

- Support the development of projects to close the race and equity gap.
- Invest in historically underserved communities, which may include projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Equity Priority Communities are defined in Chapter 1 Plan Bay Area 2050 and described at https://mtc.ca.gov/planning/transportation/access-equity-mobility/equitypriority-communities;
- Advance project readiness and further develop priority community ideas or concepts so that projects/initiatives can become competitive for local, state, and/or federal fund sources.

ii. Build community power and engagement.

- Acknowledge and grow community leadership and knowledge.
- Build mutually beneficial relationships for meaningful, inclusive collaboration that includes outreach, education and broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations, residents, and underrepresented, overburdened groups.

iii. Support intersectional leadership and expertise with particular focus on increasing access to funding and resources for project planning and implementation within under-resourced communities to advance Community Based Transportation Plans or Coordinated Public Transit-Human Services Transportation Plan strategies.

- Improve diverse range of transportation solutions, and in particular transportation needs specific to older adults, youth, and people with disabilities of low-income communities.

3. PROGRAM ADMINISTRATION. The CARE Program will be administered by MTC, supported by county transportation agencies (CTAs) or other designated county-wide agencies as follows:

County	CARE Program Liaison
Alameda	Alameda County Transportation Commission
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa Valley Transportation Authority
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

This involves CTA coordination and a full commitment to a broad, inclusive public involvement process and using multiple methods of public outreach. Methods of public outreach include but are not limited to highlighting the program and application solicitation on the CTA website; sending e-mails to local community-based organizations, city departments, and non-profit organizations (particularly those that have previously participated in local planning processes); and contacting local elected officials and their staffs. Further guidance for public involvement is contained in MTC's Public Participation Plan.

For projects involving federal funds, MTC and CARE Program Liaisons must also consider fair and equitable outreach and selection of project candidates in accordance with federal Title VI requirements, i.e., funds must be distributed without regard to race, color, and national origin.

4. FUNDING AVAILABILITY. Fund sources for the Cycle 1 CARE Program (FY2022-23 through FY2025-26) include State Regional Early Action Planning Grant Program (REAP) 2.0 funds[11], State Transit Assistance (STA,) and One Bay Area Grant (OBAG), which encompasses federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other local funds available to MTC, as shown in Table A. CMAQ funds may be used for eligible projects that demonstrate air quality benefits and implement Plan Bay Area's climate initiative goals and priorities.

Funding for CARE from REAP 2.0, STA, and OBAG will be assigned a minimum of $1M to counties, for eligible projects based on a competitive process to be conducted by MTC and in coordination with CARE Program Liaisons in each county. All funded projects must meet the eligibility requirements of the respective funding source. See Appendix 1 for detailed eligibility requirements by fund source.

[1] REAP 2.0 Guidelines https://www.hcd.ca.gov/docs/grants-and-funding/mpo-reap-2-0-final-guidelines.pdf

Table A: Funding Available FY2022-23 through FY2025-26

FUND SOURCE	CARE PROGRAM COMPONENTS			PROGRAM TOTAL (in millions)
	Project Development Technical Assistance for a CBTP Project*	**Participatory Budgeting and Implementation (PBI) ~~Implementation of Neighborhood-level Projects (capital)~~**	**Community Power-Building and Engagement (Pb+E)**	**Overall CARE Program Total (in millions)**
OBAG 3**	$0	$0	$0	$0
OBAG 4**	$0	$2.0	$0	$20
Exchange***	$12.0	~~$0~~ $8.0	$3.0	~~$15.0~~ $23.0
REAP 2	$0	$0	$2.0	$ 2.0
STA	$0	$2.4	$0	$2.4
Total	**$12.0**	**~~$0~~ $12.4**	**$5.0**	**~~$17.0~~ $29.4**
*Also includes strategies in MTC's Coordinated Plan or other substantive local planning effort. ** Local match of 11.47% required if federal funds are awarded ***Community power-building and engagement includes $3.0 million in local/Exchange Program funds available to MTC within the OBAG framework.				
Minimum Project Amount	$250K	~~$250K~~ $50K	$20K	
Award Amounts	Minimum: $1M for each of the 9-Counties Total for CARE Maximum: No County will receive more than 50% of the funding available.			

Table B. County Funding Targets*

County	Project Development Technical Assistance for a CBTP Project**	Participatory Budgeting and Implementation***
Alameda	$2,379,000	$2,379,000
Contra Costa	$1,692,000	$1,692,000
Marin	$668,000	$668,000
Napa	$562,000	$562,000
San Francisco	$1,456,000	$1,456,000
San Mateo	$1,095,000	$1,095,000
Santa Clara	$2,110,000	$2,110,000
Solano	$1,044,000	$1,044,000
Sonoma	$994,000	$994,000
Total	**$12,000,000**	**$12,000,000**

* Pb+E funds were allocated through an MTC-led call for projects, with funding awarded on a project basis. A list of awarded Pb+E projects is available on the MTC website.

**Funding targets are subject to change. See Appendix 3 for additional funding details.

***Funding targets are subject to change. See Appendix 4 for additional funding details, including a $400,000 PB set-aside not included in the County Funding Targets

a. Local Fund Exchanges. Project Sponsors have the discretion to use local fund exchanges to fund projects that are not otherwise eligible for the state and federal funds in Cycle 1. Project Sponsors must notify MTC about their intent to exchange funds, and MTC staff will review and approve the exchanges on a case-by-case basis. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of the CARE Program.

5. ELIGIBLE LOCATION, RECIPIENTS/SUBRECIPIENTS

a. Eligible Locations. All projects must be located in one or more of the following locations:
   - Equity Priority Communities (EPCs)
   - Priority Development Areas (PDAs)
   - Bay Area Air Quality Management District's (BAAQMD) Community Air Risk Evaluation Program Area or similar local designation

b. REAP 2.0. Project sponsors selected for REAP funds through the CARE program may include: Bay Area counties, cities, a city and county, transit agencies or districts, county transportation agencies, Tribal Entities, community-based organizations, Public Housing Authorities, academic institutions, school districts, special districts, developers of Affordable Housing, or regional Housing Trust Fund (https://www.hcd.ca.gov/docs/grants-and-funding/mpo-reap-2-0-final-guidelines.pdf).

c. OBAG and Exchange. Project sponsors selected for OBAG or Exchange funding through the CARE program may include: Bay Area cities, counties, transit agencies, federally recognized Tribal governments, and County Transportation Agencies (CTAs). Non-profit organizations are eligible for Exchange funds, and eligible for OBAG funds if they partner with an eligible OBAG recipient (e.g., CTA, transit operator) that is willing to serve as the recipient of the funds and pass through the funds to the non-profit, and if they have an eligible project.

d. STA. Project sponsors selected for STA funding through the CARE program must be transit operators.

6. REAP 2.0 AND FEDERAL OBAG PROGRAMMING PROCESS. For REAP 2.0 and OBAG funds, MTC will solicit applications, in collaboration with CARE Program Liaisons.

a. Outreach - Consistent with MTC's Public Participation Plan and FTA's Title VI Circular (FTA C 4702.1B), MTC will conduct a broad, inclusive public involvement process, and use multiple methods of public outreach in collaboration with CARE Program Liaisons.

   Methods of public outreach may include, but are not limited to, highlighting the program and application solicitation on websites, and sending e-mails to all prospective applicants, including those that serve predominantly minority and low-income populations.

b. Competitive Process. The CARE Program is a competitive grant program within the OBAG ~~3~~ and/or REAP 2.0 framework. Projects will be selected through an open, competitive process.

c. Multi-Year Programming: The First Cycle CARE Program will cover a four-year

programming cycle, with funds available from FY2022-2023 to FY2025-2026.

7. ELIGIBLE ACTIVITIES
   a. Eligible Categories: Projects must advance "Community Based Transportation Plan" projects or strategies within "MTC's Coordinated Public Transit-Human Services Transportation Plan" (or other substantive local planning efforts involving focused outreach to low-income populations) through:
      i. Category 1: CBTP project development technical assistance
      ii. Category 2: Participatory Budgeting Process, CBTP Planning, and Implementation of ~~or Advancing~~ High-priority neighborhood level projects through similar extensive outreach/engagement process
      iii. Category 3: Community power-building and engagement initiatives

   b. Eligible capital projects. Eligible capital projects, consistent with requirements of funding sources, may include (but are not limited to); bus stop improvements, including accessibility enhancements, the provision of bus shelters, benches, lighting, or sidewalk improvements at or near transit stops; art and cultural placemaking, rehabilitation, safety or modernization improvements; non-transit projects such as bike lanes, complete streets, streetscape improvements, safety improvements, crosswalk improvements; or other enhancements to improve transportation access for residents of low-income communities or people with disabilities. See Appendix 1 for additional details about eligibility by funding source.

   c. Projects must be eligible for STP, ~~or~~ CMAQ, ~~or~~ REAP, or STA.
      i. For STP or CMAQ funds, refer to details in 23 USC Sec. 133 and at https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm (STP), and in 23 USC Sec. 149 and at https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ (CMAQ); Consistent with Plan Bay Area 2050, available at https://planbayarea.org/; and meet all OBAG ~~3~~ programming policy requirements described in these guidelines and in MTC Resolution 4505 or 4740. Note: Projects selected for local funds within the OBAG framework do not need to meet STP/CMAQ eligibility requirements.

      ii. For REAP funds, see Section 204 of REAP 2.0 Guidelines: https://www.hcd.ca.gov/sites/default/files/docs/grants-and-funding/MPO-REAP-2-0-Final-Guidelines.pdf. Activities generally may include: Technical assistance, planning, staffing, consultant needs (CARE/CBTP or Coordinated Plan related). Projects must support one or more of the following REAP 2.0 objectives:
         a) Accelerating infill development that facilitates housing supply, choice, and affordability through various planning programs, or services;
         b) Realizing multimodal communities through programs, plans, and implementation actions shifting travel behavior by reducing driving through programs, ordinances, funds, and other mechanisms;
         c) Shifting travel behavior through reducing driving; and,
         d) Increasing transit ridership through implementation actions, and planning.

iii. For exchange funds, projects must meet CARE goals.
iv. For STA funds, projects must be capital transit improvements that meet CARE goals. More information on eligible uses may be found in the Caltrans Transportation Development Act Guidebook: https://dot.ca.gov/programs/rail/transportation-development-act.

8. LOCAL MATCHING REQUIREMENTS. The CARE Program requires a minimum local match of 11.47% of the total project cost for projects awarded federal funds.

   a. Exceptions to the local match requirement:

      i. Projects selected for Community Power-Building and Engagement will be funded with local funds and do not require a local match.

      ii. Exchange funds are not subject to the local match requirement.

   b. Sources of local match. Project sponsors may use certain state, or local funding sources (Transportation Development Act, operator-controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. In-kind contributions such as the market value of in-kind contributions integral to the project may be counted as a contribution toward local share.

      Toll Credits are not an eligible source of local match for the CARE Program. However, for capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the Construction (CON) phase. For these projects, sponsors must still meet all federal requirements for the PE phase.

9. COORDINATED PLANNING. In the Bay Area's Coordinated Plan, through community outreach and engagement, MTC continues to identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, and to provide strategies for meeting those local needs. Therefore, projects funded with CARE Transportation Program funds should be consistent with the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan.

   Mobility management is among key coordination strategies recommended in the plan. The designation of and funding for countywide mobility managers is identified as an essential component of that strategy. For more information on the strategies within the Coordinated Plan, please see: mtc.ca.gov\coordinatedplan.

10. GRANT APPLICATION. To ensure a streamlined application process for project sponsors, a universal application form will be used. The application and guidelines are informed by input from the "call for project ideas" process. If a project proposal is a universally, regionally applied project, the project proposal could be elevated to a regional project.
    a. Applications for projects eligible for CMAQ funds must also provide inputs for air quality improvement calculations, using the Supplemental Air Quality Inputs v.1.1 template.

11. APPLICATION EVALUATION. Per OBAG ~~3~~ federal funding and REAP 2.0 guidelines, MTC evaluates and selects projects. MTC staff may solicit input from a panel of stakeholders, reflecting diverse perspectives to inform and advise MTC decision-making.

    a. Evaluation criteria. Standard evaluation criteria will be used to assess projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability. MTC will establish the weight to be assigned for each criterion in the assessment process.

    b. Selection criteria considerations. In addition to the evaluation criteria, projects will be selected with considerations to the following: (1) geographic diversity; (2) need, with a priority on lower-capacity communities; and (3) range of project types: diverse range of project types, interdisciplinary approach, and focus on equity.

    See Appendix 2 for the detailed standard evaluation criteria.
    See Appendix 3 for detailed evaluation criteria for CBTP Project Development Technical Assistance.
    See Appendix 4 for detailed evaluation criteria for Participatory Budgeting and Implementation.

12. POLICY BOARD ADOPTION

a. Project sponsor resolution of local support. As part of the grant award, project sponsors will be required to adopt a resolution of local support. The resolution shall state that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation and reporting deadlines and requirements. MTC will provide a resolution of local support template. This requirement only applies to project sponsors awarded federal funds.

13. PROJECT DELIVERY. All projects funded under the county programs are subject to the following MTC project delivery requirements:

    a. REAP 2.0. If selected for REAP 2.0 funding, project sponsors must expend the CARE REAP 2.0 funds by December 31, 2026, or earlier, as required by the individual CARE program The December deadline is established by state statute (Chapter 3.15 of California Health and Safety Code sections 50515.06 to 50515.10) and is the date by which MTC must fully expend its REAP 2 grant.

    b. OBAG 3. If selected for OBAG 3 funding, project sponsors must obligate CARE Program OBAG 3 funds by **January 31, 2027,** per OBAG 3 program deadline. Note: Project awards will be cancelled, and funds will be reverted for use in future CARE Program grants if projects are not obligated by January 31, 2027.

    c. OBAG 4. If selected for OBAG 4 funding, project sponsors must obligate CARE Program OBAG 4 funds by **September 30, 2031,** per OBAG 4 program deadline. Note: Project awards will be cancelled, and funds will be reverted for use in future CARE Program grants if projects are not obligated by September 30, 2031.

14. PROJECT OVERSIGHT. All project budget and scope of work changes must be approved by MTC CARE staff. All scope changes must be fully explained and must demonstrate consistency with CARE Program goals. Project sponsors must have a record of consistently meeting state and federal timely use of funds deadlines and requirements or demonstrate/identify revised/new internal processes to ensure they will meet funding deadlines and requirements moving forward at the time of project nomination.

    See Appendix 1 for detailed accountability and reporting requirements by funding source.

15. PERFORMANCE MEASURES. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the CARE projects. At a minimum, performance measures projects could include documentation of outcome-based metrics provided with the funding, and a qualitative summary of procedures employed for the project. For capital projects, project sponsors are responsible for establishing milestones and reporting on the status of project delivery. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Project sponsors will forward reports containing performance measures to MTC for review and overall monitoring of the CARE Program.

16. FUND ADMINISTRATION

    a. OBAG. Project sponsors are responsible for entering OBAG funded projects into MTC's Fund Management System (FMS) for inclusion in the Transportation Improvement Program (TIP). Grantees will access their funds through the Caltrans federal-aid process.

    b. REAP 2.0. Project sponsors selected for REAP 2.0 funds are responsible for complying with fund administration and reporting requirements as stipulated in funding agreements with MTC or another pass-through agency. Eligible entities for REAP include community-based organizations (CBO), which can be their own project sponsor. MTC would enter into a funding agreement with the CBO directly.

    c. STA. Project sponsors selected for STA funds will access funds through the existing MTC claims process. Transit agencies receiving STA funds for a CARE project will incorporate the project into their annual claim workbook or amend their existing claim workbook if already submitted.

17. COMPLIANCE WITH FEDERAL REQUIREMENTS.

    a. Project Sponsor Responsibilities. OBAG applicants are required to comply with MTC's Regional Project Delivery Policy, MTC Resolution No. 3606 and all applicable federal requirements.

18. TIMELINE. The anticipated timeline for Cycle 1 is as follows:

Fund Source	Action	Anticipated Date*
All	Commission approves Cycle 1 Program Guidelines	November 15, 2023
REAP 2.0	MTC launches Power-building and Engagement Call for Projects process, in coordination with County Transportation Agencies (CTAs)	September 2, 2025
REAP 2.0/ Exchange	Application deadline for Project Sponsors to submit eligible project(s) to MTC	October 9, 2025
REAP2.0/ Exchange	MTC Commission approval of Program of Projects (Added Round – Round 2)	November 19, 2025 January 2026
REAP 2.0/ Exchange	Project Sponsor notification of Power-building and Engagement award. Round 2	December 1, 2025* February 2026*
Exchange	MTC opens CTA-led project nomination process for CBTP Project Development Technical Assistance.	February 2026
REAP 2.0/ Exchange	Project sponsors awarded REAP and Exchange funds submit project(s) in MTC's fund system. Round 2	March 1, 2026* April 2026*
OBAG/ Exchange/ STA	MTC opens CTA-led project nomination process for Participatory Budgeting and Implementation.	May 2026
OBAG/ Exchange/ STA	Project nominations deadline for CBTP Project Development Technical Assistance and Participatory Budgeting and Implementation Phase 1.	October 2026*
OBAG/ Exchange/ STA	MTC Commission approval of projects for CBTP Project Development Technical Assistance and Participatory Budgeting and Implementation Phase 1.	Early 2027*
OBAG/ Exchange/ STA	Project nominations deadline for Participatory Budgeting and Implementation Phase 2.	Summer 2027
OBAG/ Exchange/ STA	MTC Commission approval of projects Participatory Budgeting and Implementation Phase 2.	Fall 2027

*All dates are subject to change.

Appendix 1
Community Action Resource and Empowerment (CARE) Program Cycle 1
Funding Source Information

	One Bay Area Grant Program (OBAG)	Regional Early Action Planning (REAP 2.0)	State Transit Assistance (STA)
Purpose of Fund Source	The One Bay Area Grant, now in its ~~third~~ fourth iteration, guides how MTC distributes federal transportation funding from the Federal Highway Administration to projects and programs that improve safety, spur economic development, and help the Bay Area meet climate change and air quality improvement goals.	To accelerate infill housing development, reduce Vehicle Miles Traveled (VMT), increase housing supply at all affordability levels, affirmatively further fair housing (AFFH).	To improve transit systems statewide.
Detailed Guidelines	**OBAG 3:** https://mtc.ca.gov/digital-library/5022851-obag-3-appendix-1-county-local-program-call-projects-guidelines **OBAG 4:** https://mtc.ca.gov/digital-library/5135523-one-bay-area-grant-obag-4-mtc-resolution-no-4740-revised-february-2026	https://www.hcd.ca.gov/sites/default/files/docs/grants-and-funding/MPO-REAP-2-0-Final-Guidelines.pdf	https://dot.ca.gov/programs/rail/transportation-development-act
Eligible Recipients	Bay Area cities, counties, transit agencies, federally recognized Tribal governments, and County Transportation Agencies (CTAs) are eligible to apply for OBAG funds. Non-profit organizations are only eligible for OBAG funds if they partner with an eligible OBAG recipient (e.g., CTA, transit operator) that is willing to serve as the recipient of the funds and pass through the funds to the non-profit, and if they have an eligible project.	Bay Area cities, counties, transit agencies, federally recognized Tribal governments, County Transportation Agencies (CTAs), community-based organizations, Public Housing Authorities, academic institutions, school districts, special districts, developers of Affordable Housing, or regional Housing Trust Fund.	Transit operators

	One Bay Area Grant Program (OBAG)	Regional Early Action Planning (REAP 2.0)	State Transit Assistance (STA)
Eligible Sub-recipients **(must partner with an eligible recipient that will serve as a pass-through agency)**	Other entities, such as non-profit organizations and community-based organizations may apply as co- applicants, under an agreement with an eligible recipient.	Other entities may apply as co-applicants, under an agreement with an eligible recipient.	N/A
Eligible Projects	Projects must be: Eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cf m (STP), and in 23 USC Sec. 149 and at https://www.fhwa.dot.gov/environment/air_quality/c maq/policy_and_guidance/ Consistent with Plan Bay Area 2050, available at https://www.planbayarea.org/; and Meet all OBAG 3 or OBAG 4 programming policy requirements described in these guidelines and in MTC Resolution 4505 and 4740, respectively. Focus areas: 1. "Community Based Transportation Plan" Project Development or "Coordinated Plan" strategy. 2. High-Priority Neighborhood Level Project Implementation/Participatory Budgeting (PB); - Technical assistance for implementation of a PB process - Project Implementation: Funding projects resulting from a PB process, eligible for REAP funding (capital)	See Section 204 of REAP 2.0 Guidelines: https://www.hcd.ca.gov/sites/default/files/docs/grants-and-funding/MPO-REAP-2-0-Final-Guidelines.pdf Activities generally may include: • Technical assistance, planning, staffing, consultant needs (CARE/CBTP/Coordinated Plan related) • Outreach and engagement activities • Project must support one or more of the following categories: a. Accelerating Infill Development that facilitates Housing supply, choice, and affordability through various planning programs, or services. b. Realizing multimodal communities through programs, plans, and implementation actions c. Shifting travel behavior by reducing driving through programs, ordinances, funds, and other mechanisms; and d. Increasing transit ridership through implementation actions, and planning Focus areas: 1. "Community Based Transportation Plan" Project	Transit improvement projects

	One Bay Area Grant Program (OBAG)	Regional Early Action Planning (REAP 2.0)	State Transit Assistance (STA)
	3. Community Power-Building and Engagement - Customized outreach and engagement activities by community-based organizations (CBOs) focused on low-income, underserved groups. - Capacity Building for CBOs and local government to advance CBTPs.	Development or "Coordinated Plan" strategy. 2. High-Priority Neighborhood Level Project Implementation/Participatory Budgeting (PB): - Technical assistance for implementation of a PB process - Project Implementation: Funding projects resulting from a PB process, eligible for REAP funding (capital) 3. Community Power-Building and Engagement - Outreach and engagement activities are eligible as priority setting and components of other proposed uses.	
CARE Program Local Match	11.47% No local match required for Community Power-Building and Engagement or Exchange	No local match is required for REAP 2 funding.	No local match is required for STA funding.
Estimated timing for availability of funds to project sponsor	Eligible project sponsors may initiate the Transportation Improvement Program (TIP) programming request process to program their project in the TIP immediately following MTC approval of program of projects. After the project is in the approved TIP, sponsors may seek to obligate the funds through the Caltrans federal-aid process. Funds will be available on a reimbursement basis after the funds have been obligated. For sub recipients, the eligible recipient acting as fiscal agent will likely initiate a funding	For sub recipients, the eligible recipient acting as fiscal agent will likely initiate a funding agreement following MTC approval of programs of projects. Funds will be available on a reimbursement basis after execution of the agreement.	Funds will be available on a reimbursement basis after allocation.

	One Bay Area Grant Program (OBAG)	Regional Early Action Planning (REAP 2.0)	State Transit Assistance (STA)
	agreement following MTC approval of programs of projects. Funds will be available on a reimbursement basis after execution of the agreement.		
Accountability & Reporting Requirements	Eligible sponsors (i.e., cities and counties) must submit performance (i.e., outcome-based performance metrics) statistics for the project, to CARE Program Administrators and MTC. Depending on the arrangement with a pass-through agency, sub recipients will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to CARE Program Administrators and MTC for review.	Eligible sponsors (i.e., cities and counties) must submit performance (i.e., outcome-based performance metrics) statistics for the project, to CARE Program Administrators and MTC. Grantees are responsible for following all applicable REAP 2.0 requirements for preparing and maintaining their grants. Depending on the arrangement with a pass-through agency, sub recipients will likely submit quarterly performance reports with invoices, first to CARE Program Administrators for review, and then to the pass-through agency for reimbursement.	Eligible sponsors (i.e., cities and counties) must submit performance (i.e., outcome-based performance metrics) statistics for the project, to CARE Program Administrators and MTC. Requirements will align with CARE Program Guidelines.

Note: Information on this chart is accurate as of August 2023. MTC will strive to make CARE Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e., HCD, FHWA)

Appendix 2
CARE Program Cycle 1
Standard Evaluation Criteria

The following standard evaluation criteria are intended to provide consistent guidance in prioritizing and selecting projects to receive CARE Program funds. MTC, in consultation with other stakeholder representatives, will consider these criteria when selecting projects, and establish the weight to be assigned to each of the criterion. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

a. Project Need/Goals and Objectives: Applicants should describe the unmet transportation need or gap that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Project application should clearly state the overall program goals and objectives and demonstrate how the project is consistent with the goals of the CARE Program.

b. Community-Identified Priority: Priority should be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP), MTC's Coordinated Public Transit-Human Services Transportation Plan, or other substantive local planning effort involving focused inclusive engagement to low-income populations. Applicants should identify the CBTP, Coordinated Plan or other substantive local planning effort, as well as the priority given to the project in the plan.

Other projects may also be considered, such as those that address transportation needs identified in countywide or regional welfare-to-work transportation plans, or other documented assessment of needs within designated Equity Priority Communities. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serving low-income constituencies within the county, as applicable. Equity Priority Communities are defined in Chapter 1 Plan Bay Area 2050 and described at https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities.

c. Implementation Plan and Project Management Capacity: For projects seeking funds for capital purposes, applicants must provide an implementation plan, milestones, and timelines for completing the project.

Priority should be given to projects that are ready to be implemented in the timeframe that the funding is available.

Project sponsors should describe and provide evidence of their organization's ability to provide and manage the proposed project, including experience serving low-income persons, and experience as a recipient of state or federal transportation funds.

d. Coordination and Program Outreach: Proposed projects will be evaluated based on their ability to coordinate with community stakeholders. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Applicants should also describe how the project will be marketed and promoted to the public.

e. Cost-Effectiveness and Performance Indicators: The project will be evaluated based on the applicant's ability to demonstrate that the project is the most appropriate way in which to address the identified transportation need and is a cost-effective approach. Applicants must also identify clear, measurable outcome-based performance measures to track the effectiveness of the project in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the project, as well as steps to be taken if original goals are not achieved.

f. Project Budget/Sustainability: Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and/or revenues, including documentation of matching funds (OBAG/REAP). Proposals should address long-term efforts and identify potential funding sources for sustaining the project beyond the grant period.

Date: February 23, 2011
W.I.: 1512
Referred by: PAC
Revised: 10/26/11-C 02/26/14-C 12/21/16-C
07/26/17-C 02/28/18-C 03/28/18-C
11/28/18-C 03/27/19-C 06/26/19-C
09/25/19-C 11/20/19-C 03/25/20-C
11/20/20-C 05/26/21-C 06/23/21-C
07/28/21-C 03/23/22-C 06/22/22-C
03/22/23-C 05/24/23-C 10/25/23-C
11/15/23-C 12/20/23-C 02/28/24-C
03/27/24-C 05/22/24-C 06/26/24-C
05/24/24-C 07/24/24-C 09/25/24-C
11/20/24-C 01/22/25-C 02/26/25-C
03/26/25-C 06/25/25-C 09/24/25-C
10/22/25-C 11/19/25-C 12/17/25-C
01/28/26-C 02/25/26-C 03/25/26-C
04/22/26-C 05/27/26-C 06/24/26-C
09/23/26-C 10/28/26-C

ABSTRACT

Resolution No. 3989, Revised

This resolution establishes the procedures governing the MTC Exchange Program. This resolution supersedes MTC Resolution No. 3018.

Attachment B was revised on October 26, 2011 to provide $376,000 in Exchange Program funding to the intertribal Electric Vehicle project.

Attachments B and C were respectively revised on February 26, 2014 to include $10 million in Exchange Program funding for Transit Oriented Affordable Housing (TOAH), and update final balances of the initial STP Exchange Program (Resolution 3018) to reflect final project close out.

Attachments A and B were revised on December 21, 2016 to program $1.1 million to the Bay Bridge Forward Commuter Parking Initiative and update the name of the Transit Oriented Affordable Housing Program.

Attachments A and B were revised on July 26, 2017 to program $8.2 million to the Regional Priority Conservation Area (PCA) program and $2.8 million to the Regional Active Operational Management Program. An additional $1 million in exchange funds will be committed to a specific project or program through a future Commission action. This action and associated agreement and programming actions are contingent upon California Transportation Commission (CTC) approval of the amendment to the baseline agreement for the Marin Sonoma Narrows project to accept STP/CMAQ funds rather than local funds.

Attachment B was revised on February 28, 2018 to program $10 million to the Bay Area Preservation Pilot; $1,024,000 to Richmond's Bike Share Capital and Outreach project; $826,000 for the joint Transportation Authority of Marin/Sonoma County Transportation Authority (TAM/SCTA) Bike Share Capital and Outreach project along the SMART Corridor; and redirect $2,800,000 from Regional Active Operational Management to the Bay Bridge Forward Commuter Parking Initiative project.

Attachment B was revised on March 28, 2018 to program $30,000 to the Bay Area Greenprint Priority Conservation Area (PCA) Improvements.

Attachments A and B were revised on November 28, 2018 to add the SCVTA SR 85 Transit Guideway Study and the CCTA I-680 NB HOV/Express Lane exchange agreements, and to program $4,000,000 in Exchange funds to the following projects: $619,000 to CCTA for Innovative Deployment for Enhanced Arterials; $621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; $500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; $1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and $1,100,000 to MTC for Napa Valley Transportation Demand Management Strategies.

Attachment B was revised on March 27, 2019 to change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the funding from $619,000 to $589,000; and reduce the funding amount for the MTC Richmond-San Rafael Bridge Forward project from $1,160,000 to $1,046,000; and redirect these funds to a new project with MTC as the recipient for the Concord IDEA project for $144,000. The matching funds for the Concord IDEA project as identified in MTC Resolution 4357, are included within the $144,000 amount. These changes result in no net change to total funds committed to-date.

Attachment A was revised on June 26, 2019 to cancel the $1,200,000 exchange agreement with the SCVTA for the SR 85 Transit Guideway Study as the funds provided through the exchange are no longer needed.

Attachment B was revised on September 25, 2019 to reflect MTC as the direct recipient of exchange funds for the Concord and Walnut Creek IDEA projects; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on November 20, 2019 to program $6,023,000 to 13 projects as part of the Priority Conservation Area (PCA) Grant program; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on March 25, 2020 to redirect $25,000 from MTC's Bay Bridge Forward Commuter Parking Initiative to MTC's Fruitvale Quick Build project.

Attachment B was revised on November 20, 2020 to program $647,000 to four projects as part of the Priority Conservation Area (PCA) Grant program. For the Yerba Buena Island Multi-Use Pathway, which provides access to the San Francisco-Oakland Bay Bridge, $1 million of federal OBAG 2 funds are being provided at this time for cash flow purposes. The Bay Area Toll Authority will repay non-federal funds to the MTC Exchange Program within three years. MTC's funds for the Twin Peaks trail will be provided to the Coastal Conservancy for management of the two fund sources for this project. Because the Conservancy is a state entity, the funds will be provided as an up-front grant rather than on a reimbursement basis. Funds for projects other than the Twin Peaks Trail will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment A was revised on May 26, 2021 to add the Transportation Authority of Marin's (TAM's) US 101 Marin-Sonoma Narrows (MSN) High-Occupancy Vehicle (HOV) Lanes project for $75,651,097.

Attachment A was revised on June 23, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for $63,464,510.

Attachment A was revised on July 28, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for $1,845,000, and to add the Bay Area Infrastructure Financing Authority's (BAIFA's) Solano I-80 Managed Lanes Toll System project for $2,822,000.

Attachment A and B were revised on March 23, 2022 to add the $500,000 exchange agreement with Midpeninsula Regional Open Space District for programming an equal amount of federal funds to VTA's Highway 17 Bicycle/Pedestrian Trail and Wildlife Crossing project; and to remove the $251,000 funding commitment for Albany's Albany Hill Access Improvements project, as the sponsor will not be moving forward with the project scope as originally proposed.
Attachment A was revised June 22, 2022 to add the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project for $100,000, as part of a fund exchange agreement with CCJPA.

Attachment B was revised on March 22, 2023 to program $15,940,000 to MTC for Bay Wheels Bikeshare E-bike Expansion.

Attachment B was revised on May 24, 2023 to reprogram $5,000,000 from MTC's Transit Oriented Affordable Housing (TOAH) program to MTC's Bay Area Housing Finance Authority (BAHFA): Senior Rental Assistance Pilot Program.

Attachment B was revised on October 25, 2023 to program $2,250,000 to MTC's Priority Production Area Pilot Program, $1,500,000 to MTC's Community Engagement and Capacity-Building project,

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

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

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

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

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

Attachments A and B were revised on May 22, 2024 to add the $30,000,000 exchange agreement with MTC for programming an equal amount of federal funds to MTC's Next-Generation Clipper (C2) Capital project, as part of a Regional Measure 3 (RM3) loan arrangement, and program $350,000 to MTC for Bay Trail Implementation.

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

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

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

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

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

Attachment B was revised on March 26, 2025 to program $3,225,000 to MTC for various Transit Oriented Communities (TOC) housing policy development projects within the Regional Housing Technical Assistance program, program $2,740,000 to MTC for various Active Transportation Technical Assistance projects, program $750,000 to MTC for San Francisco Recreation and Parks' Visitacion Avenue Bicycle and Pedestrian Safety Improvements, and program $80,000 to MTC for Bay Area Vision Zero Data System (BayViz).

Attachment B was revised on June 25, 2025 to program $240,000 to MTC for Regional Housing Technical Assistance (RHTA) implementation and change the project name for MTC's TOC Housing Policy Development project in San Mateo County to reflect that the City of Belmont will be contracting with MTC on this project on behalf of multiple jurisdictions in the County.

Attachment B was revised on September 24, 2025 to reprogram $5,000,000 from the Bay Area Housing Finance Authority's (BAHFA's) Regional Housing Bond – County Election Cost Reimbursement project to MTC for BAHFA's Mixed-Income Loan Fund, program $1,000,000 to MTC for the Pacific Flyway Fund's Pacific Flyway Center – Walk in the Marsh project, program $250,000 to MTC for Oakland's Doolittle Drive Bay Trail Gap Closure project, program $100,000 to MTC for Priority Conservation (PCA) Program Implementation, deprogram $51,619 in project savings from MTC for Alameda County's Niles Canyon Road (Phase 1) project, and revise the program name for MTC's Bay Trail Implementation project to Bay Trail Planning.

Attachment B was revised on October 22, 2025 to program $560,000 to MTC's Bikeshare Station Electrification project.

Attachment B was revised on November 19, 2025 to program $315,000 to MTC for the 2026 Statewide Local Streets and Roads Needs Assessment.

Attachment B was revised on December 17, 2025 to program $1,500,000 to MTC for CARE Power Building and Engagement and update the name of the project.

Attachment B was revised on January 28, 2026 to program $1,000,000 in funds previously programmed to CARE Power Building and Engagement to specific projects.

Attachment B was revised on February 25, 2026 to program $12,000,000 to MTC for CARE CBTP Technical Assistance Implementation and $100,000 to MTC for the Bay Area Vision Zero Data System (BayViz).

Attachment B was revised on March 25, 2026 to program $2,410,000 to MTC for the Bay Wheels contract extension and deprogram $560,000 from MTC for Bikeshare Station Electrification.

Attachment B was revised on April 22, 2026 to program $7,600,000 to MTC for CARE Participatory Budgeting and Implementation (PBI).

Attachment B was revised on May 27, 2026 to reprogram $5,000,000 from MTC's Transit Oriented Affordable Housing (TOAH) program to MTC for BAHFA's Mixed-Income Loan Fund.

Attachment B was revised on June 24, 2026 to program $6,100,000 to MTC for various Priority Conservation Area (PCA) projects.

Attachment B was revised on September 23, 2026 to program $1,500,000 to MTC for the Ebike Access Capital Grant (formerly Bikeshare Capital Program) and $500,000 to MTC for the Redwood Bikeshare Pilot Capital and Outreach project.

Attachment B was revised on October 28, 2026 to program $400,000 to MTC for various projects to support the facilitation of participatory budgeting processes, $1,500,000 to MTC for Active Transportation/Regional Trails Technical Assistance, and $1,000,000 to MTC for Regional Bikeshare.

Further discussions are contained in memorandums to the Programming and Allocations Committee dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, November 14, 2018, March 6, 2019, June 12, 2019, September 4, 2019, November 8, 2019, March 11, 2020, November 4, 2020, May 12, 2021, June 9, 2021, July 14, 2021, March 9, 2022, June 8, 2022, and March 8, 2023; the Administration Committee dated May 10, 2023; the Programming and Allocations Committee dated October 11, 2023, November 8, 2023; the Planning Committee dated December 8, 2023; and the Programming and Allocations Committee dated December 13, 2023, February 14, 2024, March 13, 2024, May 8, 2024, June 12, 2024, July 10, 2024, September 11, 2024, November 13, 2024, January 8, 2025, March 12, 2025, June 11, 2025, September 10, 2025, October 8, 2025, November 12, 2025, December 10, 2025, January 14, 2026, February 11, 2026, March 11, 2026, April 8, 2026, May 13, 2026, June 10, 2026, September 9, 2026, and October 14, 2026.

Date: February 23, 2011
W.I.: 1512
Referred by: PAC

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____

Scott Haggerty, Chair

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

MTC Resolution No. 3989
Attachment B
Adopted: 02/23/11-C
Revised: 10/26/11-C 02/26/14-C 12/21/16-C 07/26/17-C 02/28/18-C 03/28/18-C 09/26/18-C 11/28/18-C 03/27/19-C 09/25/19-C 11/20/19-C 03/25/20-C 11/20/20-C 03/22/23-C 05/24/23-C 10/25/23-C 11/15/23-C 12/20/23-C 02/28/24-C 03/27/24-C 05/22/24-C 06/26/24-C 07/24/24-C 09/25/24-C 11/20/24-C 01/22/25-C 02/26/25-C 03/26/25-C 06/25/25-C 09/24/25-C 10/22/25-C 11/19/25-C 12/17/25-C 01/28/26-C 02/25/25-C 03/25/26-C 04/22/26-C 05/27/26-C 06/24/26-C 09/23/26-C 10/28/26-C

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Transit Oriented Affordable Housing (TOAH)*	3940, 4306	2/24/2010 12/20/2017 5/27/2026	$0
MTC	BAHFA: Senior Rental Assistance Pilot Program	4578	5/24/2023	$5,000,000
SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	$376,000
MTC	Affordable Housing Jumpstart	4260	12/21/2016	
MTC	Alameda Jumpstart	4260	11/28/2018	$2,000,000
MTC	San Francisco Jumpstart	4260	11/28/2018	$5,000,000
MTC	Santa Clara Jumpstart	4260	11/28/2018	$3,000,000
MTC	Bay Bridge Forward Commuter Parking Initiative	4035	12/21/2016	$3,875,000
MTC	Fruitvale Quick Build	4035	3/25/2020	$25,000
MTC	Regional Priority Conservation Area (PCA) Program (OBAG 2)	4202	7/26/2017	
MTC	Alameda County: Niles Canyon Trail, Phase 1	4202	11/20/2019	$269,381
MTC	Livermore: Arroyo Road Trail	4202	11/20/2019	$400,000
MTC	WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	4202	11/20/2020	$300,000
MTC	EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	4202	11/20/2019	$1,000,000
MTC	JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	4202	11/20/2019	$950,000
MTC	San Francisco: McLaren Park and Neighborhood Connections Plan	4202	11/20/2019	$194,000
MTC	State Coastal Conservancy (for SF Rec & Park): Twin Peaks Trail Imps.	4202	11/20/2020	$74,000
MTC	GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	4202	11/20/2019	$200,000
MTC	Half Moon Bay: Pillar Point Public Access Improvements	4202	11/20/2019	$298,000
MTC	Menlo Park: Bedwell Bayfront Park Access Improvements	4202	11/20/2019	$520,000
MTC	San Mateo County: Colma Creek Adaptation Study	4202	11/20/2019	$110,000
MTC	San Mateo Co,: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	4202	11/20/2020	$137,900
MTC	South San Francisco: Sign Hill Conservation and Trail Master Plan	4202	11/20/2020	$135,100
MTC	Point Blue: Pajaro River Watershed Habitat Rest. & Climate Resilient Imps.	4202	11/20/2019	$379,000
MTC	SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	4202	11/20/2019	$400,000
MTC	SCVOSA: Tilton Ranch Acquisition	4202	11/20/2019	$1,000,000
MTC	PCA Grant Implementation	4202	11/20/2019	$500,000
MTC	Bay Area Greenprint PCA Improvements	4202	3/28/2018	$30,000

MTC Resolution No. 3989
Attachment B
Adopted: 02/23/11-C
Revised: 10/26/11-C 02/26/14-C 12/21/16-C 07/26/17-C 02/28/18-C 03/28/18-C 09/26/18-C 11/28/18-C 03/27/19-C 09/25/19-C 11/20/19-C 03/25/20-C 11/20/20-C 03/22/23-C 05/24/23-C 10/25/23-C 11/15/23-C 12/20/23-C 02/28/24-C 03/27/24-C 05/22/24-C 06/26/24-C 07/24/24-C 09/25/24-C 11/20/24-C 01/22/25-C 02/26/25-C 03/26/25-C 06/25/25-C 09/24/25-C 10/22/25-C 11/19/25-C 12/17/25-C 01/28/26-C 02/25/25-C 03/25/26-C 04/22/26-C 05/27/26-C 06/24/26-C 09/23/26-C 10/28/26-C

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Regional Priority Conservation Area (PCA) Program (OBAG 3)	4505	11/15/2023	
MTC	CCRCD: Livestock Pond Restoration	4505	11/20/2024	$280,000
MTC	EBRPD: Tidewater Expansion	4505	11/20/2024	$1,000,000
MTC	GGNPC: Bothin Marsh Evolving Shorelines	4505	11/20/2024	$670,000
MTC	NCRPOSD: Phinney Fee Acquisition	4505	11/20/2024	$1,000,000
MTC	SCVHA: Richmond Ranch Acquisition	4505	11/20/2024	$1,000,000
MTC	SCVOSA: Rancho Canada del Oro Bay Area Ridge Trail	4505	11/20/2024	$250,000
MTC	Santa Clara County: Upper Stevens Creek Trail	4505	11/20/2024	$500,000
MTC	SFRPD: Visitacion Ave Bike/Ped Safety Improvements	4505	3/26/2025	$750,000
MTC	Pacific Flyway Fund: Pacific Flyway Center - Walk in the Marsh	4505	9/24/2025	$1,000,000
MTC	OPRF: Restoring Connections - Deep East Oakland Community Stewardship, Creeks, & Shoreline Access	4505	6/24/2026	$450,000
MTC	San Pablo: McNeil Park	4505	6/24/2026	$500,000
MTC	San Rafael: Canal Boatyard urban Park Connection	4505	6/24/2026	$800,000
MTC	NCRCD: Resilient Suscol Creek - Climate-Ready Habitat Planning	4505	6/24/2026	$440,000
MTC	SFRPD: Twin Peaks Promenade - Bay Area Ridge Trail Connection & Habitat Restoration	4505	6/24/2026	$500,000
MTC	Grassroots Ecology: Fire & Flora - Resilient Foothills Initiative	4505	6/24/2026	$210,000
MTC	Midpen ROSD: Hwy 17 Wildlife & Ridge Trail Crossings and Connections	4505	6/24/2026	$750,000
MTC	UC Cooperative Extension: Santa Clara Valley Agricultural Outreach and Awareness	4505	6/24/2026	$200,000
MTC	POST: North Coyote Valley Wildlife and Trails Study	4505	6/24/2026	$250,000
MTC	WRC/Kashia Band of Pomo Indians: South Fork Gualala River Acquisition	4505	6/24/2026	$750,000
MTC	Petaluma River Park Foundation: Petaluma River Park	4505	6/24/2026	$550,000
MTC	Sonoma Land Trust: Osprey Hill Ranch	4505	6/24/2026	$450,000
MTC	Sonoma/SEC: Improving Habitat Quality and Bike/Ped Connectivity on PCA Creeks	4505	6/24/2026	$250,000
MTC	PCA Grant Implementation	4505	9/24/2025	$1,600,000
MTC	Priority Production Area (PPA) Pilot Program	4505	10/25/2023	
MTC	Benicia: Port of Benicia - Infras. & Facility Modernization Plan	4505	10/25/2023	$750,000
MTC	CC County: N Waterfront PPAs Technical Assistance Project	4505	10/25/2023	$500,000
MTC	East Bay Econ Dev Alliance: Next Gen East Bay Indust Bldgs/Districts	4505	10/25/2023	$500,000
MTC	STA: Aligning Middle Wage Jobs with Housing in Solano County	4505	10/25/2023	$500,000
MTC	**Regional Bikeshare (Added)**	**4505**	**10/28/2026**	**$1,000,000**
MTC	Ebike Access Capital Grant	4505	9/23/2026	$1,500,000

MTC Resolution No. 3989
Attachment B
Adopted: 02/23/11-C
Revised: 10/26/11-C 02/26/14-C 12/21/16-C 07/26/17-C 02/28/18-C 03/28/18-C 09/26/18-C 11/28/18-C 03/27/19-C 09/25/19-C 11/20/19-C 03/25/20-C 11/20/20-C 03/22/23-C 05/24/23-C 10/25/23-C 11/15/23-C 12/20/23-C 02/28/24-C 03/27/24-C 05/22/24-C 06/26/24-C 07/24/24-C 09/25/24-C 11/20/24-C 01/22/25-C 02/26/25-C 03/26/25-C 06/25/25-C 09/24/25-C 10/22/25-C 11/19/25-C 12/17/25-C 01/28/26-C 02/25/25-C 03/25/26-C 04/22/26-C 05/27/26-C 06/24/26-C 09/23/26-C 10/28/26-C

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	TAM/SCTCA: Bike Share Capital and Outreach - SMART Corridor (Revised)	3925 4505	2/28/2018 9/23/2026	$1,326,000
Richmond	Bike Share Capital and Outreach - Richmond	3925	2/28/2018	$1,024,000
MTC	Bay Area Preservation Pilot (BAPP)	4311	2/28/2018	$10,000,000
MTC	IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	$589,000
MTC	IDEA - Walnut Creek: Various Locations	4202	11/28/2018	$621,000
Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	$500,000
MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	$1,046,000
MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	$1,100,000
MTC	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	3/27/2019	$144,000

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Bay Wheels Bikeshare Expansion	4505	10/25/2023	
MTC	Bay Wheels Bikeshare E-bike Expansion - Berkeley, Emeryville, Oakland, San Francisco, San Jose	4505	3/22/2023	$15,940,000
MTC	Adaptive Bikeshare Pilot - Berkeley, Emeryville, Oakland, San Jose	4505	7/24/2024	$100,000
MTC	Adaptive Bikeshare Pilot - San Francisco	4505	7/24/2024	$100,000
MTC	Bay Wheels Bikeshare Expansion - Daly City	4505	9/25/2024	$1,250,000
MTC	Bikeshare Station Siting - Oakland	4505	10/25/2023	$150,000
MTC	Marketing for Bikeshare E-bike Expansion Launch	4505	10/25/2023	$150,000
MTC	Membership Incentives for Bikeshare E-bike Expansion Launch	4505	10/25/2023	$200,000
MTC	Bay Wheels Contract Extension	4505	3/25/2026	$2,410,000
MTC	Regional Active Transportation Technical Assistance Program	4505	12/20/2023	
MTC	El Cerrito: BART to Bay Trail Connector	4505	12/20/2023	$40,000
MTC	El Cerrito: South El Cerrito Safe Routes to School	4505	12/20/2023	$40,000
MTC	Mountain View: Evelyn Avenue Bikeway, Franklin to Bernardo	4505	12/20/2023	$40,000
MTC	Napa Valley Vine Trail Coalition: NVVT Gap Closure North to S Napa County	4505	12/20/2023	$40,000
MTC	Oakland: Doolittle Drive Bay Trail Gap Closure	4505	12/20/2023	$40,000
MTC	Orinda: Wilder/Downtown Class 1 Multi-use Path Development Project	4505	12/20/2023	$40,000
MTC	Petaluma: Lakeville Corridor Multi-Modal Improvements Study	4505	12/20/2023	$40,000
MTC	Pleasant Hill: Monument Boulevard Active Transportation Corridor	4505	12/20/2023	$40,000
MTC	SCTA/Rohnert Park: Hwy 101 Bike/Ped Overcrossing at Copeland Creek	4505	12/20/2023	$40,000
MTC	San Bruno: San Bruno Avenue Complete Streets Project	4505	12/20/2023	$40,000
MTC	San Jose: Quick Build Delineators to Complete 11 Class IV Bikeways	4505	3/27/2024	$200,000
MTC	San Mateo County: Midcoast Multimodal Parallel Trail Gap Closure	4505	12/20/2023	$40,000
MTC	Santa Clara: De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bike Projects	4505	12/20/2023	$40,000
MTC	Santa Rosa: Deployment of Quick Build Low-Stress Bicycle Facilities	4505	3/27/2024	$200,000
MTC	Union City: UC Blvd. Bay Trail Connect/ Ala Creek Trail to Dry Creek Park	4505	12/20/2023	$40,000
MTC	Vallejo: Mare Island Causeway Complete Street	4505	12/20/2023	$40,000
MTC	Alameda: Willie Stargell Ave Safety Improvements	4505	3/26/2025	$300,000
MTC	Albany: Pierce-Cleveland Bikeway Connection	4505	3/26/2025	$300,000
MTC	BART: Coliseum BART Bike/Ped Preferred Path of Travel Improvements	4505	3/26/2025	$300,000
MTC	Colma: El Camino Real Bike/Ped Improvement (Segment A)	4505	3/26/2025	$300,000

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Lafayette: EBMUD Aqueduct Pathway	4505	3/26/2025	$300,000
MTC	Oakland: Fruitvale Connections	4505	3/26/2025	$300,000
MTC	Richmond: Richmond Wellness Trail	4505	3/26/2025	$150,000
MTC	San Leandro: Hesperian Boulevard Bike Lane Gap Closure	4505	3/26/2025	$100,000
MTC	Santa Clara County: San Tomas Trail Extension	4505	3/26/2025	$300,000
MTC	South San Francisco: Colma/SSF El Camino Real Bike/Ped Improvement (Segment C)	4505	3/26/2025	$300,000
MTC	Active Transportation Technical Assistance Implementation	4505	3/26/2025	$90,000
MTC	**Active Transportation/Regional Trails Technical Assistance (Added)**	**4505**	**10/28/2026**	**$1,500,000**
MTC	Community Action Resources and Empowerment (CARE) Program	4505	10/25/2023	
MTC	CARE Power-Building and Engagement	4505	10/25/2023 12/17/2025	$2,000,000
MTC	United Seniors of Oakland Alameda County: Peer to Peer Senior Mobility	4505	1/28/2026	$50,000
MTC	Climate Resilient Communities: Capacity Building for Housing Equity in San Mateo County	4505	1/28/2026	$50,000
MTC	Latina Coalition of Silicon Valley: Latina Leaders for Housing and Mobility Justice	4505	1/28/2026	$50,000
MTC	Youth Leadership Institute: Justice Grows Here - Coastside Leadership Academy	4505	1/28/2026	$50,000
MTC	East Contra Costa Community Alliance: Leadership Academy for Community Action	4505	1/28/2026	$100,000
MTC	Fair Housing Advocates Northern CA: North Bay Housing Access Partnership Initiative	4505	1/28/2026	$100,000
MTC	EBHO: Affirmatively Further Fair Housing - Local Context and Regional Application	4505	1/28/2026	$100,000
MTC	BORP: Adaptive Micromobility Program	4505	1/28/2026	$200,000
MTC	Bonafide: Transit to Belonging - Reentry Access and Mobility	4505	1/28/2026	$200,000
MTC	One Treasure Island: Community Mobility Pilot	4505	1/28/2026	$100,000
MTC	CARE CBTP Technical Assistance Implementation	4505	2/25/2026	$12,000,000
MTC	**CARE Participatory Budgeting and Implementation (PBI) (Revised)**	**4740**	**10/28/2026**	**$8,000,000**
MTC	**VTA: City of Gilroy CARE PB Process (added)**	**4740**	**10/28/2026**	**$200,000**
MTC	**TAM: County of Marin CARE PB Process (added)**	**4740**	**10/28/2026**	**$125,000**
MTC	**STA: City of Vallejo CARE PB Process (added)**	**4740**	**10/28/2026**	**$75,000**
MTC	Pavement Management Program (PMP) Pavement Asset Data Collection Updates	4505	3/27/2024	$2,000,000
MTC	Enhancing Support for Safety in the Bay Area (SS4A Match)	4505	3/27/2024	$2,000,000
MTC	Bay Area Vision Zero Data System	4505	3/27/2024 3/26/2025 2/25/2026	$260,000
MTC	Bay Trail Planning	4505	5/22/2024	$350,000
MTC	Oakland: Doolittle Drive Bay Trail Gap Closure	4505	9/24/2025	$250,000
MTC	BAHFA: Mixed-Income Loan Fund	4505	9/24/2025 5/27/2026	$10,000,000
MTC	CEAC: Statewide Local Streets and Roads Needs Assessment	4505	11/19/2025	$315,000
MTC	Regional Housing Technical Assistance	4505	2/26/2025	

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Alameda County: TOC Housing Policy Development	4505	3/26/2025	$400,000
MTC	Emeryville: TOC Housing Policy Development	4505	3/26/2025	$250,000
MTC	Marin County: TOC Housing Policy Development	4505	3/26/2025	$400,000
MTC	Menlo Park: TOC Housing Policy Development	4505	3/26/2025	$250,000
MTC	Belmont: TOC Housing Policy Development in San Mateo County	4505	3/26/2025	$500,000
MTC	Morgan Hill: TOC Housing Policy Development	4505	3/26/2025	$200,000
MTC	Windsor: TOC Housing Policy Development	4505	3/26/2025	$200,000
MTC	RHTA Implementation	4505	3/26/2025	$865,000
MTC	TOC Policy Implementation	4505	3/26/2025	$400,000
			Total Committed:	**$128,963,381**

*$10 million original contribution fully repaid and reprogrammed

Metropolitan Transportation Commission
Administration Committee

October 14, 2026 **Agenda Item 4a-26-2163**

MTC Resolution No. 4798. Approval of Pay Schedules for CSR and Confidential Employees for Fiscal Years 22/23 through 26/27 in accordance with California Code of Regulation, Title 2, Section 570.5

Subject:

Approve Pay Schedules for CSR and Confidential Employees for Fiscal Years 22/23 through 26/27 in accordance with California Code of Regulation, Title 2, Section 570.5 (2 CCR §570.5).

Background:

As a California Public Employees' Retirement System (CalPERS) contracting public agency, the Metropolitan Transportation Commission (MTC) must maintain publicly available pay schedules in compliance with the Public Employees' Retirement Law (PERL), the Public Employees' Pension Reform Act (PEPRA) of 2013, and California Code of Regulations, title 2, section 570.5. Under PERL and PEPRA, compensation earnable and pensionable compensation are determined based on amounts identified in publicly available pay schedules.

Through prior employee MOUs and the customary budget process, the Chief Financial Officer and Executive Director have provided the Commission with complete salary information, including cost-of-living adjustments and anticipated salary steps.

This action formally codifies those pay schedules using an acceptable format and data required by CalPERS. No individual salaries, job classifications, or compensation levels are being changed through this action.

Consistent with CalPERS requirements under California Code of Regulations, title 2, section 570.5, this action ensures that retiree pensions will continue to be calculated using properly approved and publicly available pay schedules.

Next Steps:

Staff will implement the Commission approved pay schedules and maintain the publicly available pay schedules in accordance with 2 CCR §570.5.

Issues:

If the Pay Schedules are not approved by the Commission, MTC will be out of compliance with 2 CCR §570.5 and may impact retiree pension calculations.

Recommendations:

Staff recommends that the Commission approve the following actions, effective on the date prescribed on the pay schedules as follows:

- Approve MTC Resolution No. 4798, Pay Schedules for CSR and Confidential Employees

Attachments:

- MTC Resolution No. 4798
- Attachment A: Pay Schedules for CSR and Confidential (FY 22/23 – FY 26/27)

Andrew B. Fremier

Date: October 28, 2026
W.I.: 1153
Referred by: Administration

ABSTRACT
Resolution No. 4798

This resolution sets forth the MTC Pay Schedules for CSR and Confidential Employees from July 1, 2022, through and including June 30, 2027.

Further discussion is contained in the Executive Director's memorandum dated October 14, 2026.

Date: October 28, 2026
W.I.: 1153
Referred by: Administration

RE: MTC Pay Schedules from July 1, 2022, through and including June 30, 2027 for CSR and Confidential Employees

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4798

WHEREAS, MTC Resolution No. 4341, adopted June 27, 2018, revised on June 22, 2022, established employment benefits and pay schedule for non-management employees of MTC for the period beginning July 1, 2018, through and including June 30, 2023; and

WHEREAS, MTC Resolution No. 4581, adopted May 24, 2023, established employment benefits and pay schedule for non-management employees of MTC for the period beginning July 1, 2023, through and including June 30, 2027; and

WHEREAS, this resolution clarifies the pay schedules provided in Resolution Nos. 4341 and 4581 for non-management employees of MTC; and

WHEREAS, MTC contracts with the California Public Employees Retirement System (CalPERS) to provide retirement benefits for its employees and CalPERS uses MTC's pay schedules to calculate retirement benefits earned by MTC's employees; and

WHEREAS, MTC is adhering to the California Code of Regulations, Title 2, Section 570.5, which sets forth reporting regulations for CalPERS contracting public agencies to have duly approved and adopted publicly available pay schedules; now, therefore, be it

RESOLVED, that FY 22/23 through and including FY 26/27 pay schedules for implementation during this agreement for CSR and confidential employees shall be set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this Resolution will be posted at MTC's offices or immediately accessible for public review during normal business hours or posted on MTC's internet.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

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

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2022 - 2023, Effective July 1, 2022 to June 30, 2023

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
ADMINISTRATOR I	**I**	**$24.1825**	**$24.6663**	**$25.1596**	**$25.6628**	**$26.1760**	**$26.6995**	**$27.2335**	**$27.7782**	**$28.3338**	**$28.9004**	**$29.4785**	**$30.0681**	**$30.6694**
Intern														
ADMINISTRATOR II	**II**	**$27.4683**	**$28.0176**	**$28.5779**	**$29.1495**	**$29.7325**	**$30.3271**	**$30.9336**	**$31.5524**	**$32.1834**	**$32.8271**	**$33.4835**	**$34.1532**	**$34.8364**
Administrative Assistant I														
GSU Assistant I														
Accounting Assistant I														
ADMINISTRATOR III	**III**	**$30.2677**	**$30.8731**	**$31.4905**	**$32.1204**	**$32.7628**	**$33.4180**	**$34.0864**	**$34.7681**	**$35.4635**	**$36.1727**	**$36.8962**	**$37.6341**	**$38.3868**
Administrative Assistant II														
GSU Assistant II														
Accounting Assistant II														
ADMINISTRATOR/TECHNICIAN	**IV**	**$33.2853**	**$33.9511**	**$34.6300**	**$35.3225**	**$36.0291**	**$36.7497**	**$37.4846**	**$38.2343**	**$38.9990**	**$39.7790**	**$40.5745**	**$41.3861**	**$42.2137**
Administrative Assistant III														
Purchasing Technician														
GSU Assistant III/Buiding Services Assistant I														
Information Systems Technician I														
Accounting Assistant III														
Library Technician I														
Public Info & Outreach Technician I														
TECHNICIAN	**V**	**$36.6232**	**$37.3557**	**$38.1028**	**$38.8648**	**$39.6421**	**$40.4349**	**$41.2437**	**$42.0685**	**$42.9099**	**$43.7682**	**$44.6436**	**$45.5363**	**$46.4470**
Executive Assistant I														
Legal Assistant I														
Purchasing/Procurement Specialist														
Building Services Assistant														
Human Resources Technician														
Information Systems Technician II														
Finance Technician I														
GIS Planner/Analyst I														
Graphic Artist I														
Library Technician II														
Public Info & Outreach Technician II														
Planning Technician														
Program Technician														

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2022 - 2023, Effective July 1, 2022 to June 30, 2023

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
JUNIOR	**VI**	**$40.3978**	**$41.2058**	**$42.0299**	**$42.8705**	**$43.7279**	**$44.6025**	**$45.4946**	**$46.4044**	**$47.3324**	**$48.2792**	**$49.2447**	**$50.2296**	**$51.2342**
Executive Assistant II														
Legal Assistant II														
Contract Assistant														
Assistant Building Engineer														
Human Resources Analyst I														
Information Systems Specialist I														
Systems Analyst I														
Junior Financial Analyst														
Accountant/Auditor I														
Finance Technician II														
GIS Planner/Analyst II														
Graphic Artist II														
Librarian I														
Junior Public Info/Outreach Analyst														
Junior Planner/Analyst														
Junior Program Coordinator														
ASSISTANT	**VII**	**$46.5792**	**$47.5107**	**$48.4609**	**$49.4302**	**$50.4187**	**$51.4272**	**$52.4557**	**$53.5048**	**$54.5750**	**$55.6663**	**$56.7797**	**$57.9153**	**$59.0737**
Contract Specialist														
Executive Assistant III														
Legal Assistant III														
Building Engineer														
Human Resources Analyst II														
Information Systems Specialist II														
Systems Analyst II														
Assistant Financial Analyst														
Accountant/Auditor II														
GIS Planner/Analyst III														
Graphic Artist III														
Librarian II														
Assistant Public Info/Outreach Analyst														
Assistant Legislative Analyst														
Assistant Planner/Analyst														
Assistant Program Coordinator														

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2022 - 2023, Effective July 1, 2022 to June 30, 2023

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
ASSOCIATE	**VIII(a)**	**$53.7020**	**$54.7761**	**$55.8716**	**$56.9891**	**$58.1289**	**$59.2914**	**$60.4772**	**$61.6868**	**$62.9205**	**$64.1790**	**$65.4625**	**$66.7718**	**$68.1072**
Contract Administrator														
Building Administrator														
Human Resources Analyst III														
Information Systems Specialist III														
Systems Analyst III														
Associate Financial Analyst														
Accountant/Auditor III														
GIS Coordinator														
Graphic Artist Coordinator														
Head Librarian														
Associate Public Info/Outreach Analyst														
Associate Legislative Analyst														
Associate Planner/Analyst														
Associate Program Coordinator														
SENIOR	**VIII(b)**	**$56.4208**	**$57.5491**	**$58.7001**	**$59.8742**	**$61.0716**	**$62.2931**	**$63.5389**	**$64.8097**	**$66.1059**	**$67.4279**	**$68.7766**	**$70.1520**	**$71.5551**
Senior Contract Administrator														
Senior Building Administrator														
Senior Human Resources Analyst IIIb														
Information Systems Specialist IIIb														
Systems Analyst IIIb														
Senior Financial Analyst														
Accountant/Auditor IIIb														
GIS Senior Coordinator														
Graphic Artist Senior Coordinator														
Head Librarian IIIb														
Senior Public Info/Outreach Analyst														
Senior Legislative Analyst														
Senior Planner/Analyst														
Senior Program Coordinator														

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2022 - 2023, Effective July 1, 2022 to June 30, 2023

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
PRINCIPAL	**IX**	**$65.7515**	**$67.0665**	**$68.4077**	**$69.7760**	**$71.1715**	**$72.5949**	**$74.0467**	**$75.5278**	**$77.0383**	**$78.5790**	**$80.1506**	**$81.7537**	**$83.3887**
Contract Manager														
Building Manager														
Assistant Human Resources Manager														
Principal Information Systems Manager														
Principal Systems Manager														
Revenue & Budget Manager														
Principal Financial Analyst														
Accounting Manager														
GIS Principal														
Principal Public Info/Outreach Analyst														
Principal Legislative Analyst														
Principal Planner/Analyst														
Principal Program Coordinator														

Regular full-time positions work a 30 hour a week minimum and up to 40 hours a week. 30 hrs a week equals 1,560 hrs worked a year. 32 hrs a week equals 1,664 hrs worked a year. 36 hrs a week equals 1,872 hrs worked a year. 40 hrs a week equals 2,080 hrs worked a year.

Regular part-time positions work a 20 hour a week minimum and up to 29 hours a week. 20 hrs a week equals 1,040 hrs worked a year. 24 hrs a week equals 1, 248 hrs worked a year. 26 hrs a week equals 1,352 hrs worked a year. 29 hrs a week equals 1,508 hrs worked a year.

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2023 - 2024, Effective July 1, 2023 to June 30, 2024

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
ADMINISTRATOR I	**I**	**$25.2707**	**$25.7763**	**$26.2918**	**$26.8176**	**$27.3539**	**$27.9010**	**$28.4590**	**$29.0282**	**$29.6088**	**$30.2009**	**$30.8050**	**$31.4212**	**$32.0495**
Intern														
ADMINISTRATOR II	**II**	**$28.7044**	**$29.2784**	**$29.8639**	**$30.4612**	**$31.0705**	**$31.6918**	**$32.3256**	**$32.9723**	**$33.6317**	**$34.3043**	**$34.9903**	**$35.6901**	**$36.4040**
Administrative Assistant I														
GSU Assistant I														
Accounting Assistant I														
ADMINISTRATOR III	**III**	**$31.6297**	**$32.2624**	**$32.9076**	**$33.5658**	**$34.2371**	**$34.9218**	**$35.6203**	**$36.3327**	**$37.0594**	**$37.8005**	**$38.5565**	**$39.3276**	**$40.1142**
Administrative Assistant II														
GSU Assistant II														
Accounting Assistant II														
ADMINISTRATOR/TECHNICIAN	**IV**	**$34.7831**	**$35.4789**	**$36.1884**	**$36.9120**	**$37.6504**	**$38.4034**	**$39.1714**	**$39.9548**	**$40.7540**	**$41.5691**	**$42.4004**	**$43.2485**	**$44.1133**
Administrative Assistant III														
Purchasing Technician														
GSU Assistant III/Buiding Services Assistant I														
Information Systems Technician I														
Accounting Assistant III														
Library Technician I														
Public Info & Outreach Technician I														
TECHNICIAN	**V**	**$38.2712**	**$39.0367**	**$39.8174**	**$40.6137**	**$41.4260**	**$42.2545**	**$43.0997**	**$43.9616**	**$44.8408**	**$45.7378**	**$46.6526**	**$47.5854**	**$48.5371**
Executive Assistant I														
Legal Assistant I														
Purchasing/Procurement Specialist														
Building Services Assistant														
Human Resources Technician														
Information Systems Technician II														
Finance Technician I														
GIS Planner/Analyst I														
Graphic Artist I														
Library Technician II														
Public Info & Outreach Technician II														
Planning Technician														
Program Technician														

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2023 - 2024, Effective July 1, 2023 to June 30, 2024

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
JUNIOR	**VI**	**$42.2157**	**$43.0601**	**$43.9212**	**$44.7997**	**$45.6957**	**$46.6096**	**$47.5419**	**$48.4926**	**$49.4624**	**$50.4518**	**$51.4607**	**$52.4899**	**$53.5397**
Executive Assistant II														
Legal Assistant II														
Contract Assistant														
Assistant Building Engineer														
Human Resources Analyst I														
Information Systems Specialist I														
Systems Analyst I														
Junior Financial Analyst														
Accountant/Auditor I														
Finance Technician II														
GIS Planner/Analyst II														
Graphic Artist II														
Librarian I														
Junior Public Info/Outreach Analyst														
Junior Planner/Analyst														
Junior Program Coordinator														
ASSISTANT	**VII**	**$48.6753**	**$49.6487**	**$50.6416**	**$51.6546**	**$52.6875**	**$53.7414**	**$54.8162**	**$55.9125**	**$57.0309**	**$58.1713**	**$59.3348**	**$60.5215**	**$61.7320**
Contract Specialist														
Executive Assistant III														
Legal Assistant III														
Building Engineer														
Human Resources Analyst II														
Information Systems Specialist II														
Systems Analyst II														
Assistant Financial Analyst														
Accountant/Auditor II														
GIS Planner/Analyst III														
Graphic Artist III														
Librarian II														
Assistant Public Info/Outreach Analyst														
Assistant Legislative Analyst														
Assistant Planner/Analyst														
Assistant Program Coordinator														

Metropolitan Transportation Commission
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Fiscal Year 2023 - 2024, Effective July 1, 2023 to June 30, 2024

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
ASSOCIATE	**VIII(a)**	**$56.1186**	**$57.2410**	**$58.3858**	**$59.5536**	**$60.7447**	**$61.9595**	**$63.1987**	**$64.4627**	**$65.7519**	**$67.0671**	**$68.4083**	**$69.7765**	**$71.1720**
Contract Administrator														
Building Administrator														
Human Resources Analyst III														
Information Systems Specialist III														
Systems Analyst III														
Associate Financial Analyst														
Accountant/Auditor III														
GIS Coordinator														
Graphic Artist Coordinator														
Head Librarian														
Associate Public Info/Outreach Analyst														
Associate Legislative Analyst														
Associate Planner/Analyst														
Associate Program Coordinator														
SENIOR	**VIII(b)**	**$58.9597**	**$60.1388**	**$61.3416**	**$62.5685**	**$63.8198**	**$65.0963**	**$66.3982**	**$67.7261**	**$69.0807**	**$70.4622**	**$71.8715**	**$73.3088**	**$74.7751**
Senior Contract Administrator														
Senior Building Administrator														
Senior Human Resources Analyst IIIb														
Information Systems Specialist IIIb														
Systems Analyst IIIb														
Senior Financial Analyst														
Accountant/Auditor IIIb														
GIS Senior Coordinator														
Graphic Artist Senior Coordinator														
Head Librarian IIIb														
Senior Public Info/Outreach Analyst														
Senior Legislative Analyst														
Senior Planner/Analyst														
Senior Program Coordinator														

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2023 - 2024, Effective July 1, 2023 to June 30, 2024

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
PRINCIPAL	**IX**	**$68.7103**	**$70.0845**	**$71.4860**	**$72.9159**	**$74.3742**	**$75.8617**	**$77.3788**	**$78.9266**	**$80.5050**	**$82.1151**	**$83.7574**	**$85.4326**	**$87.1412**
Contract Manager														
Building Manager														
Assistant Human Resources Manager														
Principal Information Systems Manager														
Principal Systems Manager														
Revenue & Budget Manager														
Principal Financial Analyst														
Accounting Manager														
GIS Principal														
Principal Public Info/Outreach Analyst														
Principal Legislative Analyst														
Principal Planner/Analyst														
Principal Program Coordinator														

Regular full-time positions work a 30 hour a week minimum and up to 40 hours a week. 30 hrs a week equals 1,560 hrs worked a year. 32 hrs a week equals 1,664 hrs worked a year. 36 hrs a week equals 1,872 hrs worked a year. 40 hrs a week equals 2,080 hrs worked a year.

Regular part-time positions work a 20 hour a week minimum and up to 29 hours a week. 20 hrs a week equals 1,040 hrs worked a year. 24 hrs a week equals 1, 248 hrs worked a year. 26 hrs a week equals 1,352 hrs worked a year. 29 hrs a week equals 1,508 hrs worked a year.

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2024 - 2025, Effective First Pay Period Including July 1, 2024 to June 30, 2025

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
ADMINISTRATOR I	**I**	**$26.2310**	**$26.7558**	**$27.2909**	**$27.8367**	**$28.3933**	**$28.9612**	**$29.5404**	**$30.1313**	**$30.7339**	**$31.3485**	**$31.9756**	**$32.6152**	**$33.2674**
Intern														
ADMINISTRATOR II	**II**	**$29.7952**	**$30.3910**	**$30.9987**	**$31.6187**	**$32.2512**	**$32.8961**	**$33.5540**	**$34.2252**	**$34.9097**	**$35.6079**	**$36.3199**	**$37.0463**	**$37.7874**
Administrative Assistant I														
GSU Assistant I														
Accounting Assistant I														
ADMINISTRATOR III	**III**	**$32.8316**	**$33.4884**	**$34.1581**	**$34.8413**	**$35.5381**	**$36.2488**	**$36.9739**	**$37.7133**	**$38.4677**	**$39.2369**	**$40.0216**	**$40.8220**	**$41.6385**
Administrative Assistant II														
GSU Assistant II														
Accounting Assistant II														
ADMINISTRATOR/TECHNICIAN	**IV**	**$36.1049**	**$36.8271**	**$37.5636**	**$38.3147**	**$39.0811**	**$39.8627**	**$40.6599**	**$41.4731**	**$42.3027**	**$43.1487**	**$44.0116**	**$44.8919**	**$45.7896**
Administrative Assistant III														
Purchasing Technician														
GSU Assistant III/Buiding Services Assistant I														
Information Systems Technician I														
Accounting Assistant III														
Library Technician I														
Public Info & Outreach Technician I														
TECHNICIAN	**V**	**$39.7255**	**$40.5201**	**$41.3305**	**$42.1570**	**$43.0002**	**$43.8602**	**$44.7375**	**$45.6321**	**$46.5448**	**$47.4758**	**$48.4254**	**$49.3936**	**$50.3815**
Executive Assistant I														
Legal Assistant I														
Purchasing/Procurement Specialist														
Building Services Assistant														
Human Resources Technician														
Information Systems Technician II														
Finance Technician I														
GIS Planner/Analyst I														
Graphic Artist I														
Library Technician II														
Public Info & Outreach Technician II														
Planning Technician														
Program Technician														

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2024 - 2025, Effective First Pay Period Including July 1, 2024 to June 30, 2025

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
JUNIOR	**VI**	**$43.8199**	**$44.6964**	**$45.5902**	**$46.5021**	**$47.4321**	**$48.3808**	**$49.3485**	**$50.3353**	**$51.3420**	**$52.3690**	**$53.4162**	**$54.4845**	**$55.5742**
Executive Assistant II														
Legal Assistant II														
Contract Assistant														
Assistant Building Engineer														
Human Resources Analyst I														
Information Systems Specialist I														
Systems Analyst I														
Junior Financial Analyst														
Accountant/Auditor I														
Finance Technician II														
GIS Planner/Analyst II														
Graphic Artist II														
Librarian I														
Junior Public Info/Outreach Analyst														
Junior Planner/Analyst														
Junior Program Coordinator														
ASSISTANT	**VII**	**$50.5250**	**$51.5354**	**$52.5660**	**$53.6175**	**$54.6896**	**$55.7836**	**$56.8992**	**$58.0372**	**$59.1981**	**$60.3818**	**$61.5895**	**$62.8213**	**$64.0778**
Contract Specialist														
Executive Assistant III														
Legal Assistant III														
Building Engineer														
Human Resources Analyst II														
Information Systems Specialist II														
Systems Analyst II														
Assistant Financial Analyst														
Accountant/Auditor II														
GIS Planner/Analyst III														
Graphic Artist III														
Librarian II														
Assistant Public Info/Outreach Analyst														
Assistant Legislative Analyst														
Assistant Planner/Analyst														
Assistant Program Coordinator														

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2024 - 2025, Effective First Pay Period Including July 1, 2024 to June 30, 2025

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
ASSOCIATE	**VIII(a)**	**$58.2511**	**$59.4162**	**$60.6045**	**$61.8166**	**$63.0530**	**$64.3140**	**$65.6003**	**$66.9123**	**$68.2505**	**$69.6156**	**$71.0078**	**$72.4280**	**$73.8765**
Contract Administrator														
Building Administrator														
Human Resources Analyst III														
Information Systems Specialist III														
Systems Analyst III														
Associate Financial Analyst														
Accountant/Auditor III														
GIS Coordinator														
Graphic Artist Coordinator														
Head Librarian														
Associate Public Info/Outreach Analyst														
Associate Legislative Analyst														
Associate Planner/Analyst														
Associate Program Coordinator														
SENIOR	**VIII(b)**	**$61.2002**	**$62.4241**	**$63.6726**	**$64.9461**	**$66.2450**	**$67.5700**	**$68.9213**	**$70.2997**	**$71.7058**	**$73.1398**	**$74.6026**	**$76.0945**	**$77.6166**
Senior Contract Administrator														
Senior Building Administrator														
Senior Human Resources Analyst IIIb														
Information Systems Specialist IIIb														
Systems Analyst IIIb														
Senior Financial Analyst														
Accountant/Auditor IIIb														
GIS Senior Coordinator														
Graphic Artist Senior Coordinator														
Head Librarian IIIb														
Senior Public Info/Outreach Analyst														
Senior Legislative Analyst														
Senior Planner/Analyst														
Senior Program Coordinator														

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2024 - 2025, Effective First Pay Period Including July 1, 2024 to June 30, 2025

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATION LEVEL & POSITIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE
PRINCIPAL	**IX**	**$71.3213**	**$72.7477**	**$74.2025**	**$75.6867**	**$77.2004**	**$78.7444**	**$80.3192**	**$81.9258**	**$83.5642**	**$85.2355**	**$86.9402**	**$88.6790**	**$90.4526**
Contract Manager														
Building Manager														
Assistant Human Resources Manager														
Principal Information Systems Manager														
Principal Systems Manager														
Revenue & Budget Manager														
Principal Financial Analyst														
Accounting Manager														
GIS Principal														
Principal Public Info/Outreach Analyst														
Principal Legislative Analyst														
Principal Planner/Analyst														
Principal Program Coordinator														

Regular full-time positions work a 30 hour a week minimum and up to 40 hours a week. 30 hrs a week equals 1,560 hrs worked a year. 32 hrs a week equals 1,664 hrs worked a year. 36 hrs a week equals 1,872 hrs worked a year. 40 hrs a week equals 2,080 hrs worked a year.

Regular part-time positions work a 20 hour a week minimum and up to 29 hours a week. 20 hrs a week equals 1,040 hrs worked a year. 24 hrs a week equals 1, 248 hrs worked a year. 26 hrs a week equals 1,352 hrs worked a year. 29 hrs a week equals 1,508 hrs worked a year.

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2025 - 2026, Effective First Pay Period Including July 1, 2025 to June 30, 2026

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE	STEP G1 HOURLY RATE	STEP H HOURLY RATE	STEP H1 HOURLY RATE
	I	$26.9656	$27.5049	$28.0550	$28.6161	$29.1884	$29.7722	$30.3676	$30.9750	$31.5945	$32.2264	$32.8709	$33.5283	$34.1989	N/A	N/A	N/A
INTERN																	
	II	$30.6294	$31.2420	$31.8668	$32.5041	$33.1542	$33.8173	$34.4936	$35.1835	$35.8872	$36.6049	$37.3370	$38.0837	$38.8454	N/A	N/A	N/A
GSU ASSISTANT I																	
	III	$33.7510	$34.4260	$35.1145	$35.8168	$36.5331	$37.2638	$38.0091	$38.7693	$39.5447	$40.3356	$41.1423	$41.9651	$42.8044	N/A	N/A	N/A
GSU ASSISTANT II																	
	IV	$37.1157	$37.8580	$38.6152	$39.3875	$40.1752	$40.9787	$41.7983	$42.6343	$43.4870	$44.3567	$45.2438	$46.1487	$47.0717	N/A	N/A	N/A
BUILDING SERVICES ASSISTANT I *GSU ASSISTANT III*																	
	V	$40.8377	$41.6545	$42.4876	$43.3374	$44.2041	$45.0882	$45.9900	$46.9098	$47.8480	$48.8050	$49.7811	$50.7767	$51.7922	N/A	N/A	N/A
BUILDING SERVICES ASSISTANT II *EXECUTIVE ASSISTANT I* *FINANCE TECHNICIAN* *LEGAL ASSISTANT I*																	
	VI	$45.0469	$45.9478	$46.8668	$47.8041	$48.7602	$49.7354	$50.7301	$51.7447	$52.7796	$53.8352	$54.9119	$56.0101	$57.1303	N/A	N/A	N/A
ASSISTANT BUILDING ENGINEER/BUILDING SUPERVISOR *COMMUNICATIONS SPECIALIST I* *CONTRACTS SPECIALIST I* *ENGINEER I* *EXECUTIVE ASSISTANT II* *FINANCIAL ANALYST/ACCOUNTANT I* *HUMAN RESOURCES ANALYST I* *LEGAL ASSISTANT II* *MANAGEMENT ANALYST I* *PLANNER/ANALYST I* *PROGRAM COORDINATOR I* *TECHNOLOGY SPECIALIST*																	
	VII	$51.9396	$52.9784	$54.0380	$55.1188	$56.2212	$57.3456	$58.4925	$59.6623	$60.8555	$62.0726	$63.3141	$64.5804	$65.8720	N/A	N/A	N/A
BUILDING ENGINEER *COMMUNICATIONS SPECIALIST II* *CONTRACTS SPECIALIST II* *ENGINEER II* *EXECUTIVE ASSISTANT III* *FINANCIAL ANALYST/ACCOUNTANT II* *HUMAN RESOURCES ANALYST II* *LEGAL ASSISTANT III* *MANAGEMENT ANALYST II* *PLANNER/ANALYST II* *PROGRAM COORDINATOR II* *TECHNOLOGY ADMINISTRATOR*																	

Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2025 - 2026, Effective First Pay Period Including July 1, 2025 to June 30, 2026

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE	STEP G1 HOURLY RATE	STEP H HOURLY RATE	STEP H1 HOURLY RATE
	VIII	$59.8823	$61.0799	$62.3015	$63.5475	$64.8184	$66.1148	$67.4371	$68.7858	$70.1615	$71.5647	$72.9960	$74.4559	$75.9450	$77.4639	$79.0132	$80.5935
BUILDING ADMINISTRATOR *COMMUNICATIONS SPECIALIST III* *CONTRACTS SPECIALIST III* *ENGINEER III* *FINANCIAL ANALYST/ACCOUNTANT III* *HUMAN RESOURCES ANALYST III* *MANAGEMENT ANALYST III* *PLANNER/ANALYST III* *PROGRAM COORDINATOR III* *TECHNOLOGY ANALYST*																	
	IX	$73.3182	$74.7846	$76.2803	$77.8059	$79.3620	$80.9492	$82.5682	$84.2196	$85.9040	$87.6221	$89.3745	$91.1620	$92.9852	N/A	N/A	N/A
BUILDING MANAGER *PRINCIPAL COMMUNICATIONS SPECIALIST* *PRINCIPAL CONTRACTS SPECIALIST* *PRINCIPAL ENGINEER* *PRINCIPAL FINANCIAL ANALYST/ACCOUNTANT* *PRINCIPAL HUMAN RESOURCES ANALYST* *PRINCIPAL MANAGEMENT ANALYST* *PRINCIPAL PLANNER/ANALYST* *PRINCIPAL PROGRAM COORDINATOR* *PRINCIPAL TECHNOLOGY ANALYST*																	

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Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2026 - 2027, Effective First Pay Period Including July 1, 2026 to June 30, 2027

The base salary rate is stated as the hourly rate for each classification grade level and each step within the grade level

CLASSIFICATIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE	STEP G1 HOURLY RATE	STEP H HOURLY RATE	STEP H1 HOURLY RATE
	I	$27.9903	$28.5501	$29.1211	$29.7035	$30.2976	$30.9035	$31.5216	$32.1520	$32.7951	$33.4510	$34.1200	$34.8024	$35.4985	N/A	N/A	N/A
INTERN																	
	II	$31.7932	$32.4291	$33.0777	$33.7392	$34.4140	$35.1023	$35.8044	$36.5204	$37.2509	$37.9959	$38.7558	$39.5309	$40.3215	N/A	N/A	N/A
GSU ASSISTANT I																	
	III	$35.0335	$35.7342	$36.4489	$37.1778	$37.9214	$38.6798	$39.4534	$40.2425	$41.0473	$41.8683	$42.7057	$43.5598	$44.4310	N/A	N/A	N/A
GSU ASSISTANT II																	
	IV	$38.5261	$39.2966	$40.0826	$40.8842	$41.7019	$42.5359	$43.3867	$44.2544	$45.1395	$46.0423	$46.9631	$47.9024	$48.8604	N/A	N/A	N/A
BUILDING SERVICES ASSISTANT I *GSU ASSISTANT III*																	
	V	$42.3896	$43.2374	$44.1022	$44.9842	$45.8839	$46.8016	$47.7376	$48.6924	$49.6662	$50.6595	$51.6727	$52.7062	$53.7603	N/A	N/A	N/A
BUILDING SERVICES ASSISTANT II *EXECUTIVE ASSISTANT I* *FINANCE TECHNICIAN* *LEGAL ASSISTANT I*																	
	VI	$46.7586	$47.6938	$48.6477	$49.6206	$50.6130	$51.6253	$52.6578	$53.7110	$54.7852	$55.8809	$56.9985	$58.1385	$59.3013	N/A	N/A	N/A
ASSISTANT BUILDING ENGINEER/BUILDING SUPERVISOR *COMMUNICATIONS SPECIALIST I* *CONTRACTS SPECIALIST I* *ENGINEER I* *EXECUTIVE ASSISTANT II* *FINANCIAL ANALYST/ACCOUNTANT I* *HUMAN RESOURCES ANALYST I* *LEGAL ASSISTANT II* *MANAGEMENT ANALYST I* *PLANNER/ANALYST I* *PROGRAM COORDINATOR I* *TECHNOLOGY SPECIALIST*																	
	VII	$53.9133	$54.9916	$56.0914	$57.2133	$58.3575	$59.5247	$60.7152	$61.9295	$63.1681	$64.4314	$65.7200	$67.0344	$68.3751	N/A	N/A	N/A
BUILDING ENGINEER *COMMUNICATIONS SPECIALIST II* *CONTRACTS SPECIALIST II* *ENGINEER II* *EXECUTIVE ASSISTANT III* *FINANCIAL ANALYST/ACCOUNTANT II* *HUMAN RESOURCES ANALYST II* *LEGAL ASSISTANT III* *MANAGEMENT ANALYST II* *PLANNER/ANALYST II* *PROGRAM COORDINATOR II* *TECHNOLOGY ADMINISTRATOR*																	

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Metropolitan Transportation Commission
Pay Schedule for CSR Represented Employees and Confidential Employees
Fiscal Year 2026 - 2027, Effective First Pay Period Including July 1, 2026 to June 30, 2027

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CLASSIFICATIONS INCLUDED	SALARY GRADE LEVEL	STEP A HOURLY RATE	STEP A1 HOURLY RATE	STEP B HOURLY RATE	STEP B1 HOURLY RATE	STEP C HOURLY RATE	STEP C1 HOURLY RATE	STEP D HOURLY RATE	STEP D1 HOURLY RATE	STEP E HOURLY RATE	STEP E1 HOURLY RATE	STEP F HOURLY RATE	STEP F1 HOURLY RATE	STEP G HOURLY RATE	STEP G1 HOURLY RATE	STEP H HOURLY RATE	STEP H1 HOURLY RATE
	VIII	$62.1577	$63.4009	$64.6689	$65.9623	$67.2815	$68.6272	$69.9997	$71.3997	$72.8277	$74.2843	$75.7699	$77.2853	$78.8310	$80.4077	$82.0158	$83.6561
BUILDING ADMINISTRATOR *COMMUNICATIONS SPECIALIST III* *CONTRACTS SPECIALIST III* *ENGINEER III* *FINANCIAL ANALYST/ACCOUNTANT III* *HUMAN RESOURCES ANALYST III* *MANAGEMENT ANALYST III* *PLANNER/ANALYST III* *PROGRAM COORDINATOR III* *TECHNOLOGY ANALYST*																	
	IX	$76.1043	$77.6264	$79.1789	$80.7625	$82.3777	$84.0253	$85.7058	$87.4199	$89.1683	$90.9517	$92.7707	$94.6261	$96.5186	N/A	N/A	N/A
BUILDING MANAGER *PRINCIPAL COMMUNICATIONS SPECIALIST* *PRINCIPAL CONTRACTS SPECIALIST* *PRINCIPAL ENGINEER* *PRINCIPAL FINANCIAL ANALYST/ACCOUNTANT* *PRINCIPAL HUMAN RESOURCES ANALYST* *PRINCIPAL MANAGEMENT ANALYST* *PRINCIPAL PLANNER/ANALYST* *PRINCIPAL PROGRAM COORDINATOR* *PRINCIPAL TECHNOLOGY ANALYST*																	

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Metropolitan Transportation Commission
Administration Committee

October 14, 2026 **Agenda Item 4b-26-2164**

MTC Resolution No. 4799. Approval of Pay Schedules for Specific Executive Employees for Fiscal Years 24/25 through 26/27 in accordance with California Code of Regulation, Title 2, Section 570.5

Subject:

Approve Pay Schedules for Specific Executive Employees for Fiscal Years 24/25 through 26/27 in accordance with California Code of Regulation, Title 2, Section 570.5 (2 CCR §570.5).

Background:

As a California Public Employees' Retirement System (CalPERS) contracting public agency, the Metropolitan Transportation Commission (MTC) must maintain publicly available pay schedules in compliance with the Public Employees' Retirement Law (PERL), the Public Employees' Pension Reform Act (PEPRA) of 2013, and California Code of Regulations, title 2, section 570.5. Under PERL and PEPRA, compensation earnable and pensionable compensation are determined based on amounts identified in publicly available pay schedules.

Through prior employee MOUs and the customary budget process, the Chief Financial Officer and Executive Director have provided the Commission with complete salary information, including cost-of-living adjustments and anticipated salary steps.

This action formally codifies those pay schedules using an acceptable format and data required by CalPERS. No individual salaries, job classifications, or compensation levels are being changed through this action.

Consistent with CalPERS requirements under California Code of Regulations, title 2, section 570.5, this action ensures that retiree pensions will continue to be calculated using properly approved and publicly available pay schedules.

Next Steps:

Staff will implement the Commission approved pay schedules and maintain the publicly available pay schedules in accordance with 2 CCR §570.5.

Issues:

If the Pay Schedules are not approved by the Commission, MTC will be out of compliance with 2 CCR §570.5 and may impact retiree pension calculations.

Recommendations:

Staff recommends that the Commission approve the following actions, effective on the date prescribed on the pay schedules as follows:

- Approve MTC Resolution No. 4799, Pay Schedules for Specific Executive Employees

Attachments:

- MTC Resolution No. 4799
- Attachment A: Pay Schedules for Specific Executive Employees (FY 24/25 – FY 26/27)

Andrew B. Fremier

Date: October 28, 2026
W.I.: 1153
Referred by: Administration

ABSTRACT
Resolution No. 4799

This resolution sets forth the MTC Pay Schedules for Specific Executive Employees from July 1, 2024, through and including June 30, 2027.

Further discussion is contained in the Executive Director's memorandum dated October 14, 2026.

Date: October 28, 2026
W.I.: 1153
Referred by: Administration

RE: MTC Pay Schedules from July 1, 2024, through and including June 30, 2027, Specific Executive Employees

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4799

WHEREAS, MTC Resolution No. 4582, adopted May 24, 2023, established employment benefits and pay schedule for specific executive employees of MTC for the period beginning July 1, 2023 through and including June 30, 2027 and approved the FY 23/24 pay schedule for specific executive employees of MTC; and

WHEREAS, this resolution clarifies the pay schedules provided in Resolution No. 4582 for specific executive employees of MTC; and

WHEREAS, MTC contracts with the California Public Employees Retirement System (CalPERS) to provide retirement benefits for its employees and CalPERS uses MTC's pay schedules to calculate retirement benefits earned by MTC's employees; and

WHEREAS, MTC is adhering to the California Code of Regulations, Title 2, Section 570.5, which sets forth reporting regulations for CalPERS contracting public agencies to have duly approved and adopted publicly available pay schedules; now, therefore, be it

RESOLVED, that FY 24/25 through and including FY 26/27 pay schedules for implementation during this agreement for specific executive employees shall be set forth in Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this Resolution will be posted at MTC's offices or immediately accessible for public review during normal business hours or posted on MTC's internet.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

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

Pay Schedule for MTC Specific Executive Employees
Fiscal Year 2024-25 Effective First Pay Period Including July 1, 2024 through June 30, 2025

CLASS/POSITION	GRADE	MIN	MAX	Hourly Base Rate
ASSOCIATE COUNSEL I/II	**L/2**	**$82.3117**	**$109.6692**	**HOURLY BASE RATE**
Associate Counsel I				
Associate Counsel II				
EXECUTIVE ADMINISTRATIVE	**X/B & F/2**	**$82.3117**	**$109.6692**	**HOURLY BASE RATE**
Assistant Director				
BARC Director				
Finance Assistant Director				
DEPUTY GENERAL COUNSEL	**L/3**	**$107.9999**	**$134.2843**	**HOURLY BASE RATE**
Deputy General Counsel				
Senior Attorney				
EXECUTIVE MANAGEMENT	**X/A & F/3**	**$107.9999**	**$134.2843**	**HOURLY BASE RATE**
Section Director				
Deputy Financial Officer				
Deputy Director				
Administrative Director				
SENIOR DEPUTY GENERAL COUNSEL	**L/4**	**$119.7961**	**$140.0943**	**HOURLY BASE RATE**
Senior Deputy General Counsel				
DEPUTY EXECUTIVE DIRECTOR/CHIEF FINANCIAL OFFICER/CHIEF OPERATING OFFICER	**X/3 & X/4 & X/5**	**$134.4910**	**$160.7347**	**HOURLY BASE RATE**
Deputy Executive Director				
Chief Financial Officer				
Chief Operating Officer				
Chief Deputy Executive Director	**X/6**	**$159.9662**	**$174.6643**	**HOURLY BASE RATE**
Chief Deputy Executive Director				

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Pay Schedule for MTC Specific Executive Employees
Fiscal Year 2025-26 Effective First Pay Period Including July 1, 2025 through June 30, 2026

CLASS/POSITION	GRADE	MIN	MAX	Hourly Base Rate
ASSOCIATE COUNSEL I/II	**L/2**	**$84.6164**	**$112.7399**	**HOURLY BASE RATE**
Associate Counsel I				
Associate Counsel II				
EXECUTIVE ADMINISTRATIVE	**X/B & F/2**	**$84.6164**	**$112.7399**	**HOURLY BASE RATE**
Assistant Director				
BARC Director				
Finance Assistant Director				
DEPUTY GENERAL COUNSEL	**L/3**	**$111.0239**	**$138.0443**	**HOURLY BASE RATE**
Deputy General Counsel				
Senior Attorney				
EXECUTIVE MANAGEMENT	**X/A & F/3**	**$111.0239**	**$138.0443**	**HOURLY BASE RATE**
Section Director				
Deputy Financial Officer				
Deputy Director				
Administrative Director				
SENIOR DEPUTY GENERAL COUNSEL	**L/4**	**$123.1504**	**$144.0169**	**HOURLY BASE RATE**
Senior Deputy General Counsel				
DEPUTY EXECUTIVE DIRECTOR/CHIEF FINANCIAL OFFICER/CHIEF OPERATING OFFICER	**X/3 & X/4 & X/5**	**$138.2567**	**$165.2353**	**HOURLY BASE RATE**
Deputy Executive Director				
Chief Financial Officer				
Chief Operating Officer				
Chief Deputy Executive Director	**X/6**	**$164.4453**	**$179.5549**	**HOURLY BASE RATE**
Chief Deputy Executive Director				

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Pay Schedule for MTC Specific Executive Employees
Fiscal Year 2026-27 Effective First Pay Period Including July 1, 2026 through June 30, 2027

CLASS/POSITION	GRADE	MIN	MAX	Hourly Base Rate
ASSOCIATE COUNSEL I/II	**L/2**	**$87.8319**	**$117.0240**	**HOURLY BASE RATE**
Associate Counsel I				
Associate Counsel II				
EXECUTIVE ADMINISTRATIVE	**X/B & F/2**	**$87.8319**	**$117.0240**	**HOURLY BASE RATE**
Assistant Director				
BARC Director				
Finance Assistant Director				
DEPUTY GENERAL COUNSEL	**L/3**	**$115.2428**	**$143.2900**	**HOURLY BASE RATE**
Deputy General Counsel				
Senior Attorney				
EXECUTIVE MANAGEMENT	**X/A & F/3**	**$115.2428**	**$143.2900**	**HOURLY BASE RATE**
Section Director				
Deputy Financial Officer				
Deputy Director				
Administrative Director				
SENIOR DEPUTY GENERAL COUNSEL	**L/4**	**$127.8301**	**$149.4895**	**HOURLY BASE RATE**
Senior Deputy General Counsel				
DEPUTY EXECUTIVE DIRECTOR/CHIEF FINANCIAL OFFICER/CHIEF OPERATING OFFICER	**X/3 & X/4 & X/5**	**$143.5105**	**$171.5142**	**HOURLY BASE RATE**
Deputy Executive Director				
Chief Financial Officer				
Chief Operating Officer				
Chief Deputy Executive Director	**X/6**	**$170.6942**	**$186.3780**	**HOURLY BASE RATE**
Chief Deputy Executive Director				

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Metropolitan Transportation Commission
Programming and Allocations Committee

October 14, 2026 **Agenda Item 3a-26-2172**

MTC Resolution Nos. 4742, Revised; 4771, Revised; 4772, Revised; 4773, Revised; 4774, Revised; 4775, Revised; and 4783, Revised

Subject:

The proposed action revises the FY2026-27 MTC Fund Estimate; revises the FY2026-27 State Transit Assistance (STA) State of Good Repair (SGR) Project List; and allocates $184 million in FY2026-27 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), Regional Measure 3 (RM3), and Assembly Bill (AB) 1107 funds to three transit operators to support transit operations and capital projects in the region.

Background:

State Transit Assistance (STA) and State of Good Repair (SGR) Actual Revenues

Final FY2025-26 STA revenues for the Bay Area totaled $275 million, or 5% below the initial State Controller's Office (SCO) August 2025 estimate of $290 million. STA revenues are derived from a statewide tax on diesel fuel, for which prices had been in decline for a number of years. However, fuel prices have increased significantly in recent months due to geopolitical events, surpassing prices from the previous benchmark in June 2022 according to data from the US Energy Information Administration. As a result, the SCO has revised their estimate from January 2026 of $192 million up to $352 million for FY2026-27 per the Enacted Budget.

SGR revenues are derived from state vehicle registration fees and are expected to total $51 million in FY2026-27 based on the latest SCO forecast from August 2026. A summary of Bay Area STA and SGR revenues is included in the table below:

STA and SGR Revenues by Year, Formula Component

Formula Component	FY24-25 STA	FY25-26 STA	FY26-27 STA (Estimated)	FY24-25 SGR	FY25-26 SGR	FY26-27 SGR (Estimated)
Revenue-Based	$213	$202	$257	$36	$37	$37
Population-Based	$77	$73	$94	$13	$13	$14
Total	**$291**	**$275**	**$352**	**$49**	**$50**	**$51**

Dollars in millions, note that amounts may not sum due to rounding

Expiration of "Hold Harmless" Provision for Revenue-Based Formula

Over half of the STA and SGR revenues are apportioned through a formula using each operator's share of qualifying revenues across the state. "Qualifying revenues" are an operator's fares and local operating funds (such as local sales tax, parking, and advertising) and are the basis the State Controller uses to distribute the revenue-based share of STA funding among the operators. The revenue-based formula was frozen through an amendment to the Public Utilities Code since the onset of the pandemic to mitigate associated impacts on transit revenues. On July 1, 2026, the "hold harmless" provision that maintained the frozen formula expired. As such, the revenue estimates for FY2026-27 provided by the SCO in August use an updated formula based on qualifying revenues from FY2024-25. While there is a mix of increases and decreases in funding levels for different operators in the region, BART and SFMTA will receive a significantly lower share of the statewide revenue due to substantial decreases in their fare revenues since the pandemic (see table below for details by operator).

STA Revenue-Based Actuals amd Estimates by Operator, Year

Operator	FY25-26 STA Actuals	FY25-26 State Share %	FY26-27 STA Estimate	FY26-27 State Share %
State Total	**$376.6**	**100%**	**$486.8**	**100%**
SFMTA	$68.5	18.2%	$76.8	15.8%
BART	$40.2	10.7%	$42.1	8.6%
AC Transit	$25.6	6.8%	$37.9	7.8%
VTA	$29.1	7.7%	$39.1	8.0%
GGBHTD	$9.1	2.4%	$18.2	3.7%
Caltrain	$9.5	2.5%	$16.1	3.3%
WETA	$2.6	0.7%	$5.0	1.0%
Small Operators	$17.0	4.5%	$22.2	4.6%
Region	**$201.8**	**53.5%**	**$257.3**	**52.8%**

Dollars in millions, note that amounts may not sum due to rounding

Revision to the FY2026-27 Fund Estimate and State of Good Repair (SGR) Project List

This month, staff recommend revisions to the FY2026-27 MTC Fund Estimate (MTC Resolution No. 4742) to reflect actual receipts for the period of FY2025-26, provide the latest revenue estimates for FY2026-27, and update the distribution of the revenue-based component of the

STA and SGR program. As a result of the revisions to the FY2026-27 Fund Estimate, staff also recommend revisions to the FY2026-27 SGR program (MTC Resolution No. 4783) to reflect the latest revenue estimates for SGR revenue-based funds.

FY2025-26 Allocation of TDA, STA, RM2, RM3, and AB 1107 Funds

This month's proposed actions continue the annual allocation process of these funds for FY2026-27. Three entities are requesting TDA, STA, RM2, RM3, and AB 1107 allocations this month that exceed the $1 million Delegated Authority limit. Allocation requests that are less than $1 million are approved separately through the Executive Director's Delegated Authority process.

The proposed allocation amounts are based on the programming levels identified in the FY2026-27 Fund Estimate (MTC Resolution 4742), the RM2 Operating Program (MTC Resolution 4757), and RM3 Operating Program (MTC Resolution 4758). The proposed allocations are summarized in the following table:

Allocation Amounts by Entity[1]

Entity	**TDA** (Res. 4771)	**STA** (Res. 4772)	**RM2** (Res. 4773)	**RM3** (Res. 4774)	**AB1107** (Res. 4775)	**Grand Total**
SFMTA	$46.3	$68.1	$2.1	$2.9	$52.5	$171.9
SMART		$5.0				$5.0
WestCAT	$2.2			$4.4		$6.6
Total	**$48.6**	**$73.6**	**$2.1**	**$7.3**	**$52.5**	**$183.6**

Dollars in millions, note that amounts may not sum due to rounding

These funds comprise a significant share of the revenue for agencies' operating budgets. Information regarding the FY2026-27 operating budgets and current and future operations for the transit operators included in the list above is provided in Attachment A.

Issues:

As noted above, the expiration of the state "hold harmless" provision for Revenue-Based STA and SGR funds results in a lower share of statewide funds for BART and SFMTA. While the projected increase in total STA funding will minimize the relative impact this fiscal year,

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

affected Bay Area operators will continue to receive lower shares in future years if their qualifying revenues remain below pre-pandemic levels compared to other operators statewide.

Recommendations:

Refer MTC Resolution Nos. 4742, Revised; 4771, Revised; 4772, Revised; 4773, Revised; 4774, Revised; 4775, Revised; and 4783, Revised, to the Commission for approval.

Attachments:

- Attachment A - Transit Operator Budget Summary
- MTC Resolution No. 4742, Revised
  - Attachment A
- MTC Resolution No. 4771, Revised
  - Attachment A
- MTC Resolution No. 4772, Revised
  - Attachment A
- MTC Resolution No. 4773, Revised
  - Attachment A
- MTC Resolution No. 4774, Revised
  - Attachment A
- MTC Resolution No. 4775, Revised
  - Attachment A
  - Attachment B
- MTC Resolution No. 4783, Revised
  - Attachment A



Andrew B. Fremier

Attachment A – Transit Operator Budget Summary

San Francisco Municipal Transportation Agency / SFMTA

FY 2026-27 Operating Budget	$1.51 billion
FY 2025-26 Operating Budget	$1.45 billion
Increase in Budget compared to FY 2025-26	4.45%
Projected Ridership (Estimated FY 2026-27 as a percentage of FY 2018-19 actual)	79.5%
Total Proposed FY 2026-27 Operating Allocation[1]	$172.6 million
Proportion of Operating Budget Funded with Allocations	11%

Budget and Operating Highlights

The San Francisco Municipal Transportation Agency (SFMTA) provides transit service to the City and County of San Francisco using five different modes: motorcoach, trolley coach, light rail, cable car, and historic streetcar. Serving a mostly urban market within the city's 49 square miles of land area, SFMTA's service area has remained consistent and includes several lines of service to the northern reaches of its neighboring county of San Mateo.

SFMTA is continuing its positive trend in ridership growth. FY 2025-26 saw average weekday boardings of 534,404 and average Saturday boardings of 390,496, which are an improvement over FY 2024-25. With the implementation of Next Generation Clipper, SFMTA is implementing daily fare capping and simplifying ticketing for Cable Car to include only the single ride cable car ticket and the new Muni Plus, which offers riders a day pass for unlimited cable car and other Muni rides, to encourage ridership and respond to changing use patterns.

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

SFMTA's Board of Directors adopted a two-year fixed budget, covering FY 2026-27 and FY 2027-28. A major goal of this budget is to preserve service while reducing costs. Consistent with ongoing efforts to reduce costs and become more efficient, the FY 2026-27 budget deleted 97 vacant positions in addition to the more than 500 positions deleted in the FY 2025-26 budget. Because the deleted positions were vacant, operational impacts are limited, and the positions are not added back in the FY 2027-28 budget. On top of deleting positions, this budget also increased the efficiency of operator scheduling, achieving more than $1.6 million in savings without reducing transit service or frequency.

The budget also included ongoing non-labor reductions of more than $20 million per year as a result of renegotiating existing contracts, reducing consulting budget, overhauling SFMTA's rents and leases management, and reducing ongoing security costs by making one-time capital investments in hardened security hardware. SFMTA's operating budget shows some growth from FY 2025-26, with increases in salaries and fringe benefits per cost-of-living wage increases in the Memoranda of Understanding negotiated across all City unions.

Sonoma Marin Area Rail Transit / SMART

FY 2026-27 Operating Budget	$54.2 million
FY 2025-26 Operating Budget	$50.9 million
Increase in Budget compared to FY 2025-26	6.5%
Projected Ridership (Estimated FY 2026-27 as a percentage of FY 2018-19 actual)	205.3%
Total Proposed FY 2026-27 Operating Allocation[1]	$6.5 million
Proportion of Operating Budget Funded with Allocations	12.4%

Budget and Operating Highlights

Sonoma-Marin Area Rail Transit (SMART) is a two-way passenger and freight rail system that services Marin and Sonoma County. SMART serves a regional rail market for North Bay cities and intercounty travel, as well as providing connections to ferry service at Larkspur Station due to proximity to the Golden Gate Ferry's Larkspur Ferry Terminal. Currently, SMART operates 44 one-way trips each weekday, which includes an additional 6 trips as part of the Marin-Sonoma Coordinated Transit Service (MASCOTS) Plan implemented in April 2026.

Fare revenue and STA funding make up a small portion of the total operating budget for SMART at 6.4% and 12.4% respectively. Measure Q, a sales and use tax of ¼ cent, is the primary revenue source for SMART making up an estimated 62.4% of estimated revenue for budgeted service in FY2026-27. In June 2026, voters in Marin and Sonoma Counties approved Measure B, extending the current SMART sales tax for another 30 years following the expiration of Measure Q at the close of FY2028-29.

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

Overall, SMART's operating budget shows an increase of 6.5%, which is attributed to the service changes detailed in the Marin-Sonoma Coordinated Transit Service (MASCOTS) plan and additional full-time staff.

Ridership continues year-over-year growth reaching a milestone of over one million passengers in FY2024-25 and in FY2025-26. Ridership growth is bolstered by the operator's free fare program for youth and seniors which make up 43% of SMART riders. The operator's forecast shows a growth of 13.1% in ridership for FY2026-27 and a 15.1% growth in fare revenue. To note, a significant portion of this ridership growth is anticipated to result from the additional service provided in the MASCOTS plan.

In FY2024-25, guided by the Citizen's Oversight Committee, SMART approved its Strategic Plan 2025-2030 which identified strategies to revolving around ridership, extensions, and pathways. In FY 2026-27, as part of this plan, SMART is renewing its fare-free pilots for youth and seniors, continuing the design phase of the Healdsburg extension, participating in Highway 7 corridor activities to incorporate East/West rail, and advancing 3 key funded segments of the SMART owned pathway.

Western Contra Costa Transit Authority/WestCAT

FY 2026-27 Operating Budget	$16.9 million
FY 2025-26 Operating Budget	$16.2 million
Increase in Budget compared to FY2025-26	4.6%
Projected Ridership (Estimated FY 2026-27 as a percentage of FY 2018-19 actual)	61.1%
Total Proposed FY 2026-27 Operating Allocation[1]	$10.6 million
Proportion of Operating Budget Funded with Allocations	63.5%

Budget and Operating Highlights

The Western Contra Costa Transit Authority, or WestCAT, provides service in the 20 square mile area along the Interstate 80 corridor that includes the cities of Richmond, San Pablo, El Sobrante, Pinole, Hercules, Rodeo, and Crockett. WestCAT operates seven local fixed routes, four express routes, one commuter route to San Francisco (Lynx), five demand response routes and two regional routes that provide connection to Alameda and Solano counties via Capitol Corridor and BART. The operator's fleet is comprised of 46 diesel low floor buses, three double-decker buses used for transbay service, and 12 paratransit vehicles (10 standard conversion vans and two sedans).

WestCAT's FY2026-27 operating budget proposes $16.9 million in total operating costs, representing a 4.6% increase from the previous fiscal year. This increase is equally distributed across operational costs contracted through MV Transportation, vehicle maintenance expenses, and general administration.

Fare revenue projections for the fiscal year are $1.4 million or 8.2% of total revenues. WestCAT's primary revenue sources are TDA, STA, and Measure J funds; a half percent sales

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

tax approved by voters in Contra Costa in 2004 and extended for another 25 years after the original expiration year of 2009. This sales tax measure allows WestCAT to be less dependent on fare revenues and maintain low fares.

Changing travel demands and work-from-home trends have impacted how transit is utilized in WestCAT's service area resulting in slower ridership recovery than peer transit operators in Contra Costa.

Date: February 25, 2026
W.I.: 1514
Referred by: PAC
Revised: 08/26/26-C
10/28/26-C

ABSTRACT

Resolution No. 4742, Revised

This resolution approves the FY 2026-27 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, transit-related bridge toll funds, and Senate Bill (SB) 125 funds for transit operating assistance.

This resolution was revised on August 26, 2026 to reflect actual receipts for TDA and AB1107 funds in FY2025-26.

This resolution was revised on October 28, 2026 to reflect actual receipts for STA and SGR funds in FY2025-26

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 11, 2026 August 12, 2026, and October 14, 2026.

Date: February 25, 2026
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2026-27

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4742

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

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 et seq., provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2025-26 and FY 2026-27 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2026-27 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 et seq.), State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 et seq.), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2026-27 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2026-27 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his/her designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Sue Noack, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 25, 2026.

FY 2026-27 FUND ESTIMATE
REGIONAL SUMMARY

TDA REGIONAL SUMMARY TABLE

Column	*A*	*B*	*C*	*D*	*E*	*F*	*G*	*H=Sum(A:G)*
	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	FY2026-27	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance[1]	Outstanding Commitments, Refunds, & Interest[2]	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	47,746,902	(85,428,396)	90,853,416	11,783,309	(4,105,469)	102,569,000	(4,102,760)	159,316,001
Contra Costa	63,837,898	(84,230,641)	55,891,922	(261,465)	(2,225,218)	58,600,440	(2,344,017)	89,268,916
Marin	1,076,350	(17,351,350)	17,799,157	(704,067)	(683,804)	17,340,951	(693,639)	16,783,597
Napa	6,614,695	(16,120,040)	11,535,799	(158,145)	(455,106)	11,691,720	(467,670)	12,641,251
San Francisco	3,547,349	(48,048,047)	48,345,000	2,848,779	(2,047,751)	49,060,000	(1,962,400)	51,742,931
San Mateo	4,479,321	(56,282,955)	57,949,257	2,064,940	(2,400,568)	60,927,369	(2,437,095)	64,300,268
Santa Clara	11,316,295	(145,378,048)	143,704,000	1,808,869	(5,820,515)	148,123,000	(5,924,920)	147,828,681
Solano	31,774,848	(41,865,815)	28,521,091	(2,164,047)	(1,737,456)	28,508,356	(1,879,272)	41,157,705
Sonoma	36,226,167	(46,482,059)	30,015,000	(397,545)	(1,100,750)	29,600,000	(1,100,101)	46,760,712
TOTAL	**$206,619,826**	**($541,187,351)**	**$484,614,642**	**$14,820,626**	**($20,576,637)**	**$506,420,836**	**($20,911,874)**	**$629,800,062**

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, SGR PROGRAM, & SB125 REGIONAL SUMMARY TABLE

Column	*A*	*B*	*C*	*D*	*E=Sum(A:D)*
	6/30/2025	FY2024-26	FY2025-26	FY2026-27	FY2026-27
Fund Source	Balance (w/ interest)[1]	Outstanding Commitments[2]	Actuals	Revenue Estimate	Available for Allocation
State Transit Assistance					
Revenue-Based	15,016,242	(206,517,565)	201,844,439	257,280,553	267,623,669
Population-Based	129,791,109	(107,925,592)	73,036,380	94,445,452	189,347,348
SUBTOTAL	**144,807,350**	**(314,443,157)**	**274,880,819**	**351,726,005**	**456,971,017**
AB1107 - BART District Tax (25% Share)	**0**	**(108,973,736)**	**108,973,736**	**105,000,000**	**105,000,000**
Bridge Toll Total					
MTC 2% Toll Revenue	8,439,777	(3,880,707)	1,450,000	1,450,000	7,459,070
5% State General Fund Revenue	29,616,896	(25,806,317)	3,546,823	3,582,291	10,939,693
SUBTOTAL	**38,056,673**	**(29,687,024)**	**4,996,823**	**5,032,291**	**18,398,763**
Low Carbon Transit Operations Program	**0**	**0**	**55,051,900**	**13,613,064**	**68,664,964**
State of Good Repair Program					
Revenue-Based	1,834,477	(38,755,306)	36,920,828	37,170,365	37,170,365
Population-Based	16,603,360	(27,970,076)	13,306,888	13,644,918	15,585,089
SUBTOTAL	**18,437,837**	**(66,725,382)**	**50,227,716**	**50,815,283**	**52,755,454**
Senate Bill 125 Funding	**1,786,333**	**(375,248,094)**	**374,742,049**	**0**	**1,280,287**
TOTAL	**$201,301,860**	**($519,829,299)**	**$494,130,994**	**$526,186,643**	**$703,070,485**

Please see Attachment A pages 2-19 for detailed information on each fund source.

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 06/30/26.

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY

FY2025-26 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 25)	90,853,416	
2. Actual Revenue (August, 26)	102,636,725	
3. Revenue Adjustment (Lines 2-1)		11,783,309
FY2025-26 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	58,917	
5. County Administration (Up to 0.5% of Line 3)[4]	58,917	
6. MTC Planning (3.0% of Line 3)	353,499	
7. Total Charges (Lines 4+5+6)		471,333
8. Adjusted Generations Less Charges (Lines 3-7)		11,311,976
FY2025-26 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	226,240	
10. Funds Remaining (Lines 8-9)		11,085,736
11. Article 4.5 Adjustment (5.0% of Line 10)	554,287	
12. Article 4 Adjustment (Lines 10-11)		10,531,449

FY2026-27 TDA Revenue Estimate		
FY2026-27 County Auditor's Generation Estimate		
13. County Auditor Estimate		102,569,000
FY2026-27 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	512,845	
15. County Administration (0.5% of Line 13)	512,845	
16. MTC Planning (3.0% of Line 13)	3,077,070	
17. Total Charges (Lines 14+15+16)		4,102,760
18. TDA Generations Less Charges (Lines 13-17)		98,466,240
FY2026-27 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	1,969,325	
20. Funds Remaining (Lines 18-19)		96,496,915
21. Article 4.5 (5.0% of Line 20)	4,824,846	
22. TDA Article 4 (Lines 20-21)		91,672,069

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	**Balance (w/o interest)**	**Interest**	**Balance (w/ interest)[1]**	**Outstanding Commitments[2]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	8,645,898	424,635	9,070,533	(7,199,855)	0	1,744,386	226,240	3,841,304	1,969,325	5,810,629
Article 4.5	406,758	22,788	429,546	(4,572,262)	0	4,273,745	554,287	685,316	4,824,846	5,510,162
SUBTOTAL	**9,052,656**	**447,423**	**9,500,079**	**(11,772,117)**	**0**	**6,018,131**	**780,527**	**4,526,620**	**6,794,171**	**11,320,791**
Article 4										
AC Transit										
District 1	188,949	121,133	310,082	(29,600,978)	0	52,436,116	6,800,744	29,945,965	59,047,761	88,993,726
District 2	50,103	32,119	82,222	(13,768,141)	0	13,768,141	1,785,670	1,867,892	15,662,213	17,530,105
BART[3]	317	204	521	(86,923)	0	86,923	11,274	11,795	97,963	109,758
LAVTA	31,101,459	1,244,336	32,345,795	(25,177,056)	0	11,624,472	1,507,645	20,300,856	13,188,553	33,489,409
Union City	7,353,417	509,233	7,862,650	(7,377,628)	0	3,285,496	426,115	4,196,633	3,675,580	7,872,213
SUBTOTAL	**38,694,246**	**1,907,024**	**40,601,270**	**(76,010,726)**	**0**	**81,201,148**	**10,531,449**	**56,323,141**	**91,672,069**	**147,995,210**
GRAND TOTAL	**$47,746,902**	**$2,354,447**	**$50,101,349**	**($87,782,843)**	**$0**	**$87,219,279**	**$11,311,976**	**$60,849,761**	**$98,466,240**	**$159,316,001**

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 06/30/26.

3. Feeder Bus Program to be deprecated at the end of FY2025-26

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY

FY2025-26 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 25)	55,891,922	
2. Actual Revenue (August, 26)	55,630,457	
3. Revenue Adjustment (Lines 2-1)		(261,465)
FY2025-26 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(1,307)	
5. County Administration (Up to 0.5% of Line 3)[4]	(1,307)	
6. MTC Planning (3.0% of Line 3)	(7,844)	
7. Total Charges (Lines 4+5+6)		(10,458)
8. Adjusted Generations Less Charges (Lines 3-7)		(251,007)
FY2025-26 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(5,020)	
10. Funds Remaining (Lines 8-9)		(245,987)
11. Article 4.5 Adjustment (5.0% of Line 10)	(12,299)	
12. Article 4 Adjustment (Lines 10-11)		(233,688)

FY2027-26 TDA Revenue Estimate		
FY2027-26 County Auditor's Generation Estimate		
13. County Auditor Estimate		58,600,440
FY2027-26 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	293,002	
15. County Administration (0.5% of Line 13)	293,002	
16. MTC Planning (3.0% of Line 13)	1,758,013	
17. Total Charges (Lines 14+15+16)		2,344,017
18. TDA Generations Less Charges (Lines 13-17)		56,256,423
FY2027-26 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	1,125,128	
20. Funds Remaining (Lines 18-19)		55,131,295
21. Article 4.5 (5.0% of Line 20)	2,756,565	
22. TDA Article 4 (Lines 20-21)		52,374,730

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2027-26**	**FY2027-26**
Apportionment Jurisdictions	**Balance (w/o interest)**	**Interest**	**Balance (w/ interest)[1]**	**Outstanding Commitments[2]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	2,084,903	116,804	2,201,707	(2,889,959)	0	1,073,125	(5,020)	379,853	1,125,128	1,504,981
Article 4.5	588,417	20,210	608,627	(3,154,982)	0	2,629,156	(12,299)	70,502	2,756,565	2,827,067
SUBTOTAL	**2,673,320**	**137,014**	**2,810,334**	**(6,044,941)**	**0**	**3,702,281**	**(17,319)**	**450,355**	**3,881,693**	**4,332,048**
Article 4										
AC Transit										
District 1	25,063	14,449	39,512	(8,786,386)	0	8,787,985	(41,111)	-	9,200,294	9,200,294
BART[3]	(1,058)	1,995	937	(209,223)	0	209,265	(979)	-	219,237	219,237
CCCTA	60,404,491	2,044,217	62,448,708	(52,972,698)	0	22,952,133	(107,372)	32,320,772	24,026,237	56,347,009
ECCTA	18,650	52,142	70,792	(15,061,285)	0	15,060,949	(70,456)	-	15,853,298	15,853,298
WCCTA	717,432	107,374	824,806	(5,513,299)	2,000,000	2,943,630	(13,771)	241,366	3,075,664	3,317,030
SUBTOTAL	**61,164,578**	**2,220,177**	**63,384,755**	**(82,542,891)**	**2,000,000**	**49,953,962**	**(233,688)**	**32,562,138**	**52,374,730**	**84,936,868**
GRAND TOTAL	**$63,837,898**	**$2,357,191**	**$66,195,089**	**($88,587,832)**	**$2,000,000**	**$53,656,243**	**($251,007)**	**$33,012,493**	**$56,256,423**	**$89,268,916**

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 06/30/26.

3. Feeder Bus Program to be deprecated at the end of FY2025-26

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY

FY2025-26 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 25)	17,799,157	
2. Actual Revenue (August, 26)	17,095,090	
3. Revenue Adjustment (Lines 2-1)		(704,067)
FY2025-26 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(3,520)	
5. County Administration (Up to 0.5% of Line 3)	(3,520)	
6. MTC Planning (3.0% of Line 3)	(21,122)	
7. Total Charges (Lines 4+5+6)		(28,162)
8. Adjusted Generations Less Charges (Lines 3-7)		(675,905)
FY2025-26 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(13,518)	
10. Funds Remaining (Lines 8-9)		(662,387)
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		(662,387)

FY2026-27 TDA Revenue Estimate		
FY2026-27 County Auditor's Generation Estimate		
13. County Auditor Estimate		17,340,951
FY2026-27 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	86,705	
15. County Administration (0.5% of Line 13)	86,705	
16. MTC Planning (3.0% of Line 13)	520,229	
17. Total Charges (Lines 14+15+16)		693,639
18. TDA Generations Less Charges (Lines 13-17)		16,647,312
FY2026-27 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	332,946	
20. Funds Remaining (Lines 18-19)		16,314,366
21. Article 4.5 (5.0% of Line 20)	0	
22. TDA Article 4 (Lines 20-21)		16,314,366

TDA APPORTIONMENT BY JURISDICTION

Column	***A***	***B***	***C=Sum(A:B)***	***D***	***E***	***F***	***G***	***H=Sum(C:G)***	***I***	***J=Sum(H:I)***
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**FY2026-27**
Apportionment Jurisdictions	**Balance (w/o interest)**	**Interest**	**Balance (w/ interest)[1]**	**Outstanding Commitments[2]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	860,194	125,027	985,221	(1,177,162)	0	341,744	(13,518)	136,285	332,946	469,231
Article 4.5										
SUBTOTAL	**860,194**	**125,027**	**985,221**	**(1,177,162)**	**0**	**341,744**	**(13,518)**	**136,285**	**332,946**	**469,231**
Article 4/8										
GGBHTD	232,521	61,060	293,581	(7,321,607)	0	7,317,489	(289,463)	-	7,209,318	7,209,318
Marin Transit	(16,366)	24,018	7,652	(9,062,685)	0	9,427,957	(372,924)	-	9,105,048	9,105,048
SUBTOTAL	**216,156**	**85,077**	**301,233**	**(16,384,292)**	**0**	**16,745,446**	**(662,387)**	**-**	**16,314,366**	**16,314,366**
GRAND TOTAL	**$1,076,350**	**$210,104**	**$1,286,454**	**($17,561,454)**	**$0**	**$17,087,190**	**($675,905)**	**$136,285**	**$16,647,312**	**$16,783,597**

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 06/30/26.

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY

FY2025-26 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 25)	11,535,799	
2. Actual Revenue (August, 26)	11,377,654	
3. Revenue Adjustment (Lines 2-1)		(158,145)
FY2025-26 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(791)	
5. County Administration (Up to 0.5% of Line 3)	(791)	
6. MTC Planning (3.0% of Line 3)	(4,744)	
7. Total Charges (Lines 4+5+6)		(6,326)
8. Adjusted Generations Less Charges (Lines 3-7)		(151,819)
FY2025-26 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(3,036)	
10. Funds Remaining (Lines 8-9)		(148,783)
11. Article 4.5 Adjustment (5.0% of Line 10)	(7,439)	
12. Article 4 Adjustment (Lines 10-11)		(141,344)

FY2026-27 TDA Revenue Estimate		
FY2026-27 County Auditor's Generation Estimate		
13. County Auditor Estimate		11,691,720
FY2026-27 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	58,459	
15. County Administration (0.5% of Line 13)	58,459	
16. MTC Planning (3.0% of Line 13)	350,752	
17. Total Charges (Lines 14+15+16)		467,670
18. TDA Generations Less Charges (Lines 13-17)		11,224,050
FY2026-27 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	224,481	
20. Funds Remaining (Lines 18-19)		10,999,569
21. Article 4.5 (5.0% of Line 20)	549,978	
22. TDA Article 4 (Lines 20-21)		10,449,591

TDA APPORTIONMENT BY JURISDICTION

Column	***A***	***B***	***C=Sum(A:B)***	***D***	***E***	***F***	***G***	***H=Sum(C:G)***	***I***	***J=Sum(H:I)***
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**FY2026-27**
Apportionment Jurisdictions	**Balance (w/o interest)**	**Interest**	**Balance (w/ interest)[1]**	**Outstanding Commitments[2]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	753,691	22,951	776,642	(750,000)	-	221,487	(3,036)	245,093	224,481	469,574
Article 4.5	(553)	762	208	(535,413)	-	542,644	(7,439)	-	549,978	549,978
SUBTOTAL	**753,138**	**23,713**	**776,850**	**(1,285,413)**	**-**	**764,131**	**(10,475)**	**245,093**	**774,459**	**1,019,552**
Article 4/8										
NVTA[3]	5,861,557	120,363	5,981,920	(15,295,167)	316,463	10,310,236	(141,344)	1,172,108	10,449,591	11,621,699
SUBTOTAL	**5,861,557**	**120,363**	**5,981,920**	**(15,295,167)**	**316,463**	**10,310,236**	**(141,344)**	**1,172,108**	**10,449,591**	**11,621,699**
GRAND TOTAL	**$6,614,695**	**$144,076**	**$6,758,771**	**($16,580,580)**	**$316,463**	**$11,074,367**	**($151,819)**	**$1,417,201**	**$11,224,050**	**$12,641,251**

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 06/30/26.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY

FY2025-26 TDA Revenue Estimate			**FY2026-27 TDA Revenue Estimate**		
FY2025-26 Generation Estimate Adjustment			***FY2026-27 County Auditor's Generation Estimate***		
1. Original County Auditor Estimate (Feb, 25)	48,345,000		13. County Auditor Estimate		49,060,000
2. Actual Revenue (August, 26)	51,193,779		***FY2026-27 Planning and Administration Charges***		
3. Revenue Adjustment (Lines 2-1)		2,848,779	14. MTC Administration (0.5% of Line 13)	245,300	
FY2025-26 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	245,300	
4. MTC Administration (0.5% of Line 3)	14,244		16. MTC Planning (3.0% of Line 13)	1,471,800	
5. County Administration (Up to 0.5% of Line 3)	14,244		17. Total Charges (Lines 14+15+16)		1,962,400
6. MTC Planning (3.0% of Line 3)	85,463		18. TDA Generations Less Charges (Lines 13-17)		47,097,600
7. Total Charges (Lines 4+5+6)		113,951	***FY2026-27 TDA Apportionment By Article***		
8. Adjusted Generations Less Charges (Lines 3-7)		2,734,828	19. Article 3.0 (2.0% of Line 18)	941,952	
FY2025-26 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		46,155,648
9. Article 3 Adjustment (2.0% of line 8)	54,697		21. Article 4.5 (5.0% of Line 20)	2,307,782	
10. Funds Remaining (Lines 8-9)		2,680,131	22. TDA Article 4 (Lines 20-21)		43,847,866
11. Article 4.5 Adjustment (5.0% of Line 10)	134,007				
12. Article 4 Adjustment (Lines 10-11)		2,546,124			

TDA APPORTIONMENT BY JURISDICTION

Column	***A***	***B***	***C=Sum(A:B)***	***D***	***E***	***F***	***G***	***H=Sum(C:G)***	***I***	***J=Sum(H:I)***
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**FY2026-27**
Apportionment Jurisdictions	**Balance (w/o interest)**	**Interest**	**Balance (w/ interest)[1]**	**Outstanding Commitments[2]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	3,758,002	464,544	4,222,546	(3,371,668)	-	928,224	54,697	1,833,799	941,952	2,775,751
Article 4.5	131,401	-	131,401	-	(2,408,155)	2,274,149	134,007	131,402	2,307,782	2,439,184
SUBTOTAL	**3,889,403**	**464,544**	**4,353,947**	**(3,371,668)**	**(2,408,155)**	**3,202,373**	**188,704**	**1,965,201**	**3,249,734**	**5,214,935**
Article 4										
SFMTA	(342,053)	342,053	-	(45,482,976)	2,408,155	43,208,827	2,546,124	2,680,130	43,847,866	46,527,996
SUBTOTAL	**(342,053)**	**342,053**	**-**	**(45,482,976)**	**2,408,155**	**43,208,827**	**2,546,124**	**2,680,130**	**43,847,866**	**46,527,996**
GRAND TOTAL	**$3,547,349**	**$806,597**	**$4,353,947**	**($48,854,644)**	**$0**	**$46,411,200**	**$2,734,828**	**$4,645,331**	**$47,097,600**	**$51,742,931**

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 06/30/26.

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY

FY2025-26 TDA Revenue Estimate			**FY2026-27 TDA Revenue Estimate**		
FY2025-26 Generation Estimate Adjustment			***FY2026-27 County Auditor's Generation Estimate***		
1. Original County Auditor Estimate (Feb, 25)	57,949,257		13. County Auditor Estimate		60,927,369
2. Actual Revenue (August, 26)	60,014,197		***FY2026-27 Planning and Administration Charges***		
3. Revenue Adjustment (Lines 2-1)		2,064,940	14. MTC Administration (0.5% of Line 13)	304,637	
FY2025-26 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	304,637	
4. MTC Administration (0.5% of Line 3)	10,325		16. MTC Planning (3.0% of Line 13)	1,827,821	
5. County Administration (Up to 0.5% of Line 3)	10,325		17. Total Charges (Lines 14+15+16)		2,437,095
6. MTC Planning (3.0% of Line 3)	61,948		18. TDA Generations Less Charges (Lines 13-17)		58,490,274
7. Total Charges (Lines 4+5+6)		82,598	***FY2026-27 TDA Apportionment By Article***		
8. Adjusted Generations Less Charges (Lines 3-7)		1,982,342	19. Article 3.0 (2.0% of Line 18)	1,169,805	
FY2025-26 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		57,320,469
9. Article 3 Adjustment (2.0% of line 8)	39,647		21. Article 4.5 (5.0% of Line 20)	2,866,023	
10. Funds Remaining (Lines 8-9)		1,942,695	22. TDA Article 4 (Lines 20-21)		54,454,446
11. Article 4.5 Adjustment (5.0% of Line 10)	97,135				
12. Article 4 Adjustment (Lines 10-11)		1,845,560			

TDA APPORTIONMENT BY JURISDICTION

Column	***A***	***B***	***C=Sum(A:B)***	***D***	***E***	***F***	***G***	***H=Sum(C:G)***	***I***	***J=Sum(H:I)***
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**FY2026-27**
Apportionment Jurisdictions	**Balance (w/o interest)**	**Interest**	**Balance (w/ interest)[1]**	**Outstanding Commitments[2]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	4,788,393	383,905	5,172,298	(3,210,467)	-	1,112,626	39,647	3,114,104	1,169,805	4,283,909
Article 4.5	(16,410)	54,300	37,890	(2,725,933)	-	2,725,933	97,135	135,025	2,866,023	3,001,048
SUBTOTAL	**4,771,984**	**438,205**	**5,210,189**	**(5,936,400)**	**-**	**3,838,559**	**136,782**	**3,249,129**	**4,035,828**	**7,284,957**
Article 4										
SamTrans	(292,663)	1,007,968	715,305	(51,792,728)	-	51,792,728	1,845,560	2,560,865	54,454,446	57,015,311
SUBTOTAL	**(292,663)**	**1,007,968**	**715,305**	**(51,792,728)**	**-**	**51,792,728**	**1,845,560**	**2,560,865**	**54,454,446**	**57,015,311**
GRAND TOTAL	**$4,479,321**	**$1,446,173**	**$5,925,494**	**($57,729,128)**	**$0**	**$55,631,287**	**$1,982,342**	**$5,809,994**	**$58,490,274**	**$64,300,268**

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 06/30/26.

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY

FY2025-26 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 25)	143,704,000	
2. Actual Revenue (August, 26)	145,512,869	
3. Revenue Adjustment (Lines 2-1)		1,808,869
FY2025-26 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	9,044	
5. County Administration (Up to 0.5% of Line 3)	9,044	
6. MTC Planning (3.0% of Line 3)	54,266	
7. Total Charges (Lines 4+5+6)		72,354
8. Adjusted Generations Less Charges (Lines 3-7)		1,736,515
FY2025-26 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	34,730	
10. Funds Remaining (Lines 8-9)		1,701,785
11. Article 4.5 Adjustment (5.0% of Line 10)	85,089	
12. Article 4 Adjustment (Lines 10-11)		1,616,696

FY2026-27 TDA Revenue Estimate		
FY2026-27 County Auditor's Generation Estimate		
13. County Auditor Estimate		148,123,000
FY2026-27 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	740,615	
15. County Administration (0.5% of Line 13)	740,615	
16. MTC Planning (3.0% of Line 13)	4,443,690	
17. Total Charges (Lines 14+15+16)		5,924,920
18. TDA Generations Less Charges (Lines 13-17)		142,198,080
FY2026-27 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	2,843,962	
20. Funds Remaining (Lines 18-19)		139,354,118
21. Article 4.5 (5.0% of Line 20)	6,967,706	
22. TDA Article 4 (Lines 20-21)		132,386,412

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**FY2026-27**
Apportionment Jurisdictions	**Balance (w/o interest)**	**Interest**	**Balance (w/ interest)[1]**	**Outstanding Commitments[2]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	10,727,225	575,552	11,302,777	(10,901,281)	-	2,759,117	34,730	3,195,343	2,843,962	6,039,305
Article 4.5	29,454	7,220	36,674	(6,759,836)	-	6,759,836	85,089	121,763	6,967,706	7,089,469
SUBTOTAL	**10,756,679**	**582,773**	**11,339,451**	**(17,661,117)**	**-**	**9,518,953**	**119,819**	**3,317,106**	**9,811,668**	**13,128,774**
Article 4										
VTA	559,616	137,184	696,800	(128,436,887)	-	128,436,887	1,616,696	2,313,495	132,386,412	134,699,907
SUBTOTAL	**559,616**	**137,184**	**696,800**	**(128,436,887)**	**-**	**128,436,887**	**1,616,696**	**2,313,495**	**132,386,412**	**134,699,907**
GRAND TOTAL	**$11,316,295**	**$719,956**	**$12,036,251**	**($146,098,004)**	**$0**	**$137,955,840**	**$1,736,515**	**$5,630,601**	**$142,198,080**	**$147,828,681**

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 06/30/26.

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

FY2025-26 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 25)	28,521,091	
2. Actual Revenue (August, 26)	26,357,044	
3. Revenue Adjustment (Lines 2-1)		(2,164,047)
FY2025-26 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(10,820)	
5. County Administration (Up to 0.5% of Line 3)	(10,820)	
6. MTC Planning (3.0% of Line 3)	(64,921)	
7. Total Charges (Lines 4+5+6)		(86,561)
8. STA Planning (2.7%)	(56,092)	
9. Adjusted Generations Less Charges (Lines 3-7-8)		(2,021,394)
FY2025-26 TDA Adjustment By Article		
10. Article 3 Adjustment (2.0% of line 9)	(40,428)	
11. Funds Remaining (Lines 9-10)		(1,980,966)
12. Article 4.5 Adjustment (5.0% of Line 11)	-	
13. Article 4 Adjustment (Lines 11-12)		(1,980,966)

FY2026-27 TDA Revenue Estimate		
FY2026-27 County Auditor's Generation Estimate		
13. County Auditor Estimate		28,508,356
FY2026-27 Planning and Administration Charges		
15. MTC Administration (0.5% of Line 14)	142,542	
16. County Administration (0.5% of Line 14)	142,542	
17. MTC Planning (3.0% of Line 14)	855,251	
18. Total Charges (Lines 15+16+17)		1,140,335
19. Solano Transportation Authority Planning (2.7% of Line 14-18)[3]	738,937	
20. TDA Generations Less Charges (Lines 14-18-19)		26,629,084
FY2026-27 TDA Apportionment By Article		
21. Article 3.0 (2.0% of Line 20)	532,582	
22. Funds Remaining (Lines 20-21)		26,096,502
23. Article 4.5 (5.0% of Line 22)	0	
24. TDA Article 4 (Lines 22-23)		26,096,502

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	**Balance (w/o interest)**	**Interest**	**Balance (w/ interest)[1]**	**Outstanding Commitments[2]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	1,587,226	88,068	1,675,294	(1,652,780)	-	532,820	(40,428)	514,906	532,582	1,047,488
Article 4.5										
SUBTOTAL	**1,587,226**	**88,068**	**1,675,294**	**(1,652,780)**	**-**	**532,820**	**(40,428)**	**514,906**	**532,582**	**1,047,488**
Article 4/8										
Dixon	3,545,539	170,321	3,715,860	(1,360,873)	-	1,134,738	(86,099)	3,403,627	1,170,354	4,573,981
Fairfield	1,711,415	147,435	1,858,850	(8,362,600)	-	7,037,740	(533,991)	-	7,003,327	7,003,327
Rio Vista	2,005,476	93,172	2,098,648	(736,190)	-	585,060	(44,392)	1,903,127	599,738	2,502,865
Solano County	4,123,414	192,108	4,315,522	(3,703,536)	-	1,057,132	(80,210)	1,588,908	1,043,538	2,632,446
Suisun City	1,341,923	63,767	1,405,691	(1,758,275)	-	1,686,639	(127,974)	1,206,080	1,684,465	2,890,545
Vacaville	10,799,522	642,355	11,441,877	(12,166,481)	-	5,975,344	(453,381)	4,797,359	5,985,838	10,783,197
Vallejo/Benicia	6,660,332	467,099	7,127,431	(13,989,406)	-	8,631,508	(654,919)	1,114,614	8,609,243	9,723,857
SUBTOTAL	**30,187,623**	**1,776,257**	**31,963,880**	**(42,077,361)**	**-**	**26,108,161**	**(1,980,966)**	**14,013,715**	**26,096,502**	**40,110,217**
GRAND TOTAL	**$31,774,848**	**$1,864,326**	**$33,639,174**	**($43,730,141)**	**$0**	**$26,640,981**	**($2,021,394)**	**$14,528,621**	**$26,629,084**	**$41,157,705**

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 06/30/26.

3. Beginning with FY24, the MTC Fund Estimate will directly program the 2.7% of TDA revenues to Solano Transportation Authority for planning purposes, as authorized by PUC 99233.12 of the Transportation Development Act statute.

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY

FY2025-26 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 25)	30,015,000	
2. Actual Revenue (August, 26)	29,617,455	
3. Revenue Adjustment (Lines 2-1)		(397,545)
FY2025-26 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(1,988)	
5. County Administration (0.22% of Line 3)	(861)	
6. MTC Planning (3.0% of Line 3)	(11,926)	
7. Total Charges (Lines 4+5+6)		(14,775)
8. Adjusted Generations Less Charges (Lines 3-7)		(382,770)
FY2025-26 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(7,655)	
10. Funds Remaining (Lines 8-9)		(375,115)
11. Article 4.5 Adjustment (5.0% of Line 10)	-	
12. Article 4 Adjustment (Lines 10-11)		(375,115)

FY2026-27 TDA Revenue Estimate		
FY2026-27 County Auditor's Generation Estimate		
13. County Auditor Estimate		29,600,000
FY2026-27 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	148,000	
15. County Administration (0.22% of Line 13)	64,101	
16. MTC Planning (3.0% of Line 13)	888,000	
17. Total Charges (Lines 14+15+16)		1,100,101
18. TDA Generations Less Charges (Lines 13-17)		28,499,899
FY2026-27 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	569,998	
20. Funds Remaining (Lines 18-19)		27,929,901
21. Article 4.5 (5.0% of Line 20)	0	
22. TDA Article 4 (Lines 20-21)		27,929,901

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**FY2026-27**	**FY2026-27**	**FY2026-27**
Apportionment Jurisdictions	**Balance (w/o interest)**	**Interest**	**Balance (w/ interest)[1]**	**Outstanding Commitments[2]**	**Transfers/ Refunds**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
Article 3	3,234,719	135,864	3,370,583	(2,576,610)	-	577,990	(7,655)	1,364,308	569,998	1,934,306
Article 4.5										
SUBTOTAL	**3,234,719**	**135,864**	**3,370,583**	**(2,576,610)**	**-**	**577,990**	**(7,655)**	**1,364,308**	**569,998**	**1,934,306**
Article 4/8										
GGBHTD[3]	5,411	28,294	33,705	(3,745,619)	-	3,761,729	(49,815)	-	1,382,530	1,382,530
Petaluma	2,021,606	197,534	2,219,141	(4,627,541)	-	2,994,483	(39,762)	546,321	3,248,247	3,794,568
Santa Rosa	13,505,454	468,794	13,974,248	(15,282,223)	2,481,808	8,965,109	(118,986)	10,019,955	9,811,774	19,831,729
Sonoma County	17,458,977	679,394	18,138,371	(24,241,755)	-	12,600,165	(166,551)	6,330,229	13,487,349	19,817,578
SUBTOTAL	**32,991,448**	**1,374,016**	**34,365,464**	**(47,897,138)**	**2,481,808**	**28,321,485**	**(375,115)**	**16,896,505**	**27,929,901**	**44,826,406**
GRAND TOTAL	**$36,226,167**	**$1,509,881**	**$37,736,048**	**($50,473,748)**	**$2,481,808**	**$28,899,475**	**($382,770)**	**$18,260,813**	**$28,499,899**	**$46,760,712**

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 06/30/26.

3. Apportionment to GGBHTD is based on the Sonoma County Transportation Authority's coordinated TDA claim.

FY 2026-27 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)

FY2025-26 STA Revenue Estimate		**FY2026-27 STA Revenue Estimate**	
1. State Estimate (Aug, 25)[3]	$213,117,399	4. Projected Carryover (Jan, 26)	$10,343,116
2. Actual Revenue (Sept, 26)	$201,844,439	5. State Estimate (Aug, 26)	$257,280,553
3. Revenue Adjustment (Lines 2-1)	($11,272,960)	6. Total Funds Available (Lines 4+5)	$267,623,669

STA REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=Sum(D:E)*
	6/30/2025	**FY2024-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**Total**
Apportionment Jurisdictions	**Balance (w/interest)[1]**	**Outstanding Commitments[2]**	**Actuals[3]**	**Projected Carryover[4]**	**Revenue Estimate[5]**	**Available For Allocation**
ACCMA - Corresponding to ACE	-	(294,616)	294,616	-	248,871	248,871
Caltrain	685,812	(10,101,529)	9,567,203	151,486	16,054,140	16,205,626
CCCTA	709,585	(1,000,000)	838,770	548,355	1,326,813	1,875,168
City of Dixon	83,292	-	8,190	91,482	7,483	98,965
ECCTA	-	(405,535)	405,535	-	772,111	772,111
City of Fairfield	-	(148,834)	148,834	-	30,157	30,157
GGBHTD	-	(9,180,138)	9,180,138	-	18,177,140	18,177,140
LAVTA	-	(402,338)	402,338	-	633,806	633,806
Marin Transit	1,569,216	(2,500,000)	1,568,914	638,130	2,334,191	2,972,321
NVTA	-	(113,904)	113,904	-	281,635	281,635
City of Petaluma	553	(49,425)	48,872	-	80,606	80,606
City of Rio Vista	28,409	-	2,604	31,013	1,124	32,137
SamTrans	537,646	(10,131,176)	9,595,281	1,751	10,702,211	10,703,962
SMART	184	(1,983,543)	1,983,359	-	3,635,744	3,635,744
City of Santa Rosa	-	(159,976)	164,222	4,246	196,529	200,775
Solano County Transit	-	(349,812)	349,812	-	404,788	404,788
Sonoma County Transit	-	(228,764)	228,764	-	283,531	283,531
City of Union City	9	(124,291)	124,282	-	139,180	139,180
Vacaville City Coach	239,211	-	26,637	265,848	102,998	368,846
VTA	-	(26,704,818)	29,082,290	2,377,472	39,001,998	41,379,470
VTA - Corresponding to ACE	-	(165,571)	169,972	4,401	183,378	187,779
WCCTA	-	(531,979)	531,979	-	823,030	823,030
WETA	11,157,923	(7,987,907)	2,608,814	5,778,830	5,010,521	10,789,351
SUBTOTAL	**15,011,839**	**(72,564,156)**	**67,445,330**	**9,893,014**	**100,431,985**	**110,324,999**
AC Transit	-	(25,206,579)	25,656,681	450,102	37,927,568	38,377,670
BART	4,381	(40,208,435)	40,204,053	-	42,120,101	42,120,101
SFMTA	21	(68,538,395)	68,538,374	-	76,800,899	76,800,899
SUBTOTAL	**4,402**	**(133,953,409)**	**134,399,109**	**450,102**	**156,848,568**	**157,298,670**
GRAND TOTAL	**$15,016,242**	**($206,517,565)**	**$201,844,439**	**$10,343,116**	**$257,280,553**	**$267,623,669**

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 06/30/26.

3. FY 2025-26 STA actuals revenues are based on State Controller's Office report from September 2026.

4. Projected carryover as of 6/30/26 does not include interest accrued in FY2025-26.

5. FY2026-27 STA revenue estimates based on August 2026 State Controller's Office (SCO) forecast.

FY 2026-27 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS

FY2025-26 STA Revenue Estimate		**FY2026-27 STA Revenue Estimate**	
1. State Estimate (Aug, 25)[3]	$77,115,439	4. Projected Carryover (Jan, 26)	$94,901,896
2. Actual Revenue (Aug, 26)	$73,036,380	5. State Estimate (Aug, 26)	$94,445,452
3. Revenue Adjustment (Lines 2-1)	($4,079,059)	6. Total Funds Available (Lines 4+5)	$189,347,348

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

Column	*A*	*C*	*D*	*E=Sum(A:D)*	*F*	*G=Sum(E:F)*
	6/30/2025	**FY2024-26**	**FY2025-26**	**6/30/2025**	**FY2026-27**	**Total**
Apportionment Jurisdictions	**Balance (w/interest)[1]**	**Outstanding Commitments[2]**	**Actuals[3]**	**Projected Carryover[4]**	**Revenue Estimate[5]**	**Available For Allocation**
County Block Grant[6]						
Alameda	2,226,007	(9,438,409)	9,037,503	1,825,101	11,686,656	13,511,757
Contra Costa	1,504,533	(12,016,700)	11,340,920	828,754	14,665,272	15,494,026
Marin	151,199	(3,068,647)	2,917,448	-	3,772,636	3,772,636
Napa	-	(1,784,608)	1,784,608	-	2,307,729	2,307,729
San Francisco	2,547,440	(5,755,937)	4,322,907	1,114,410	5,590,075	6,704,485
San Mateo	7,649,211	(5,807,030)	2,588,236	4,430,416	3,346,923	7,777,339
Santa Clara	-	(6,684,802)	7,204,608	519,806	9,316,487	9,836,293
Solano	16,742,718	(12,675,868)	5,369,181	9,436,031	6,943,043	16,379,074
Sonoma	183,913	(6,743,968)	6,560,055	-	8,482,997	8,482,997
SUBTOTAL	**31,005,022**	**(63,975,969)**	**51,125,466**	**18,154,518**	**66,111,816**	**84,266,334**
Regional Program	59,561,009	(35,949,624)	21,910,914	45,522,299	20,333,636	65,855,935
Means-Based Transit Fare Program	38,217,327	(7,999,999)	-	30,217,328	8,000,000	38,217,328
Transit Emergency Service Contingency Fund[7]	1,007,751	-	-	1,007,751	-	1,007,751
GRAND TOTAL	**$129,791,109**	**($107,925,592)**	**$73,036,380**	**$94,901,896**	**$94,445,452**	**$189,347,348**

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/2026.

3. FY 2025-26 STA actuals revenues are based on State Controller's Office report from September 2026.

4. Projected carryover as of 6/30/26 does not include interest accrued in FY2025-26.

5. FY2026-27 STA revenue estimtates are based on January 2026 State Controller's Office (SCO) forecast.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

FY 2026-27 FUND ESTIMATE
BRIDGE TOLLS[1]

BRIDGE TOLL APPORTIONMENT BY CATEGORY

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=D+E*
	6/30/2025	**FY2024-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**Total**
Fund Source	**Balance[2]**	**Outstanding Commitments[3]**	**Programming Amount[4]**	**Projected Carryover**	**Programming Amount[4]**	**Available for Allocation**
MTC 2% Toll Revenues						
Ferry Capital	7,003,393	(2,285,162)	1,000,000	5,718,231	1,000,000	6,718,231
Bay Trail	893,309	(1,343,309)	450,000	-	450,000	450,000
Studies	543,075	(252,236)	-	290,839	-	290,839
SUBTOTAL	**8,439,777**	**(3,880,707)**	**1,450,000**	**6,009,070**	**1,450,000**	**7,459,070**
5% State General Fund Revenues						
Ferry	29,083,217	(24,982,396)	3,256,581	7,357,402	3,283,254	10,640,656
Bay Trail	533,679	(823,921)	290,242	-	299,037	299,037
SUBTOTAL	**29,616,896**	**(25,806,317)**	**3,546,823**	**7,357,402**	**3,582,291**	**10,939,693**

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.

2. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

FY 2026-27 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

FY2025-26 AB1107 Revenue Estimate		**FY2026-27 AB1107 Revenue Estimate**	
1. Original MTC Estimate (Feb, 25)	$104,000,000	4. Projected Carryover (Feb, 26)	$0
2. Actual Revenue (August, 26)	$108,973,736	5. MTC Estimate (Feb, 26)	$105,000,000
3. Revenue Adjustment (Lines 2-1)	$4,973,736	6. Total Funds Available (Lines 4+5)	$105,000,000

AB1107 APPORTIONMENT BY OPERATOR

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G=Sum(A:F)*	*H*	*I=Sum(G:H)*
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**FY2026-27**
Apportionment Jurisdictions	**Balance (w/o interest)**	**Interest**	**Balance (w/ interest)[1]**	**Outstanding Commitments[2]**	**Original Estimate**	**Revenue Adjustment**	**Projected Carryover**	**Revenue Estimate**	**Available for Allocation**
AC Transit	-	-	-	(54,486,868)	52,000,000	2,486,868	-	52,500,000	52,500,000
SFMTA	-	-	-	(54,486,868)	52,000,000	2,486,868	-	52,500,000	52,500,000
TOTAL	**$0**	**$0**	**$0**	**($108,973,736)**	**$104,000,000**	**$4,973,736**	**$0**	**$105,000,000**	**$105,000,000**

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 06/30/26.

FY 2026-27 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS

ARTICLE 4.5 SUBAPPORTIONMENT

Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5
Total Available	**$5,510,162**	**$2,827,067**
AC Transit	$5,408,552	$1,032,315
LAVTA	$40,126	
Pleasanton	$21,833	
Union City	$39,653	
CCCTA		$1,386,760
ECCTA		$601,207
WCCTA		$227,961

IMPLEMENTATION OF OPERATOR AGREEMENTS

Apportionment of BART Funds to Implement Transit Coordination Program

Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2026-27
CCCTA	$0
LAVTA	$0
ECCTA	$0
WCCTA	$0

Fund Source	Apportionment Jurisdictions	Claimant	Amount[1]	Program
Total Available BART STA Revenue-Based Funds[2]			**$42,120,101**	
STA Revenue-Based	BART	CCCTA[2]	$0	BART Feeder Bus
STA Revenue-Based	BART	LAVTA[2]	$0	BART Feeder Bus
STA Revenue-Based	BART	ECCTA[2]	$0	BART Feeder Bus
STA Revenue-Based	BART	WCCTA[2]	$0	BART Feeder Bus
Total Payment			**$0**	
Remaining BART STA Revenue-Based Funds			**$42,120,101**	
Total Available BART TDA Article 4 Funds[2]			**$328,995**	
TDA Article 4	BART-Alameda	LAVTA	$0	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	$0	BART Feeder Bus
Total Payment			**$0**	
Remaining BART TDA Article 4 Funds			**$328,995**	
Total Available SamTrans STA Revenue-Based Funds			**$10,703,962**	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			**(801,024)**	
Remaining SamTrans STA Revenue-Based Funds			**$9,902,938**	
Total Available Union City TDA Article 4 Funds			**$7,872,213**	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			**(116,699)**	
Remaining Union City TDA Article 4 Funds			**$7,755,514**	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts, and may include carryover from previous years

2. Feeder Bus program will be deprecated at the end FY2025-26, please see February 2026 Programming and Allocations Committee staff memo for more information.

FY 2026-27 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

FY2025-26 LCTOP Revenue Estimate[1]		**FY2026-27 LCTOP Revenue Estimate**[2]	
1. Estimated Statewide Appropriation (Jan, 26)	$150,700,000	5. Estimated Statewide Appropriation (Jan, 26)	$37,392,000
2. MTC Region Revenue-Based Funding	$40,375,981	6. Estimated MTC Region Revenue-Based Funding	$9,971,644
3. MTC Region Population-Based Funding	$14,675,919	7. Estimated MTC Region Population-Based Funding	$3,641,420
4. Total MTC Region Funds	**$55,051,900**	**8. Estimated Total MTC Region Funds**	**$13,613,064**

1. The FY 2025-26 LCTOP revenue generation is based on the $150 million revised estimate included in the FY 2025-26 Governor's Proposed State Budget.

2. The FY 2026-27 LCTOP revenue generation is based on the $141 million estimated in the FY 2026-27 Governor's Proposed State Budget.

FY 2026-27 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS

FY2025-26 SGR Revenue-Based Revenue Estimate		**FY2026-27 SGR Revenue-Based Revenue Estimate**	
1. State Estimate (Aug, 25)	$36,960,765	4. Projected Carryover (Jan, 26)	$0
2. Actual Revenue (Aug, 26)	$36,920,828	5. State Estimate (Aug, 26)	$37,170,365
3. Revenue Adjustment (Lines 2-1)	($39,937)	6. Total Funds Available (Lines 4+5)	$37,170,365

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=Sum(D:E)*
	6/30/2025	FY2024-26	FY2025-26	6/30/2026	FY2026-27	Total
Apportionment Jurisdictions	**Balance (w/interest)**	**Outstanding Commitments**	**Actuals[1]**	**Projected Carryover**	**Revenue Estimate[2]**	**Available For Allocation**
ACCMA - Corresponding to ACE	2,946	(56,836)	53,890	-	35,955	35,955
Caltrain	95,612	(1,845,620)	1,750,008	-	2,319,407	2,319,407
CCCTA	8,385	(161,811)	153,426	-	191,690	191,690
City of Dixon	82	(1,580)	1,498	-	1,081	1,081
ECCTA	45,609	(119,787)	74,178	-	111,550	111,550
City of Fairfield	1,486	(28,710)	27,224	-	4,357	4,357
GGBHTD	91,744	(1,770,948)	1,679,204	-	2,626,125	2,626,125
LAVTA	4,022	(77,618)	73,596	-	91,569	91,569
Marin Transit	15,680	(302,660)	286,980	-	337,230	337,230
NVTA	1,137	(21,973)	20,836	-	40,689	40,689
City of Petaluma	490	(9,430)	8,940	-	11,646	11,646
City of Rio Vista	27	(503)	476	-	162	162
SamTrans	95,891	(1,851,033)	1,755,142	-	1,546,192	1,546,192
SMART	19,821	(382,611)	362,790	-	525,271	525,271
City of Santa Rosa	1,640	(31,678)	30,038	-	28,393	28,393
Solano County Transit	3,497	(67,483)	63,986	-	58,481	58,481
Sonoma County Transit	2,286	(44,132)	41,846	-	40,963	40,963
City of Union City	1,242	(23,976)	22,734	-	20,108	20,108
Vacaville City Coach	268	(5,140)	4,872	-	14,881	14,881
VTA	290,639	(5,610,291)	5,319,652	-	5,634,777	5,634,777
VTA - Corresponding to ACE	1,699	(32,791)	31,092	-	26,493	26,493
WCCTA	5,314	(102,622)	97,308	-	118,906	118,906
WETA	26,071	(503,267)	477,196	-	723,890	723,890
SUBTOTAL	**715,588**	**(13,052,500)**	**12,336,912**	**-**	**14,509,816**	**14,509,816**
AC Transit	256,397	(4,949,442)	4,693,045	-	5,479,550	5,479,550
BART	401,775	(7,755,783)	7,354,008	-	6,085,262	6,085,262
SFMTA	460,718	(12,997,581)	12,536,863	-	11,095,737	11,095,737
SUBTOTAL	**1,118,889**	**(25,702,806)**	**24,583,916**	**-**	**22,660,549**	**22,660,549**
GRAND TOTAL	**$1,834,477**	**($38,755,306)**	**$36,920,828**	**$0**	**$37,170,365**	**$37,170,365**

1. FY2025-26 State of Good Repair Program revenue generation is based on August 2026 actuals report from the State Controller's Office (SCO).

2. FY2026-27 State of Good Repair Program revenue generation based on January 2026 State Controller's Office (SCO) forecast.

FY 2026-27 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS

FY2025-26 SGR Population-Based Revenue Estimate		**FY2026-27 SGR Population-Based Revenue Estimate**	
1. State Estimate (Aug, 25)	$13,374,065	4. Projected Carryover (Feb, 26)	$1,940,171
2. Actual Revenue (Sept, 26)	$13,306,888	5. State Estimate (Aug, 26)	$13,644,918
3. Revenue Adjustment (Lines 2-1)	**($67,177)**	6. Total Funds Available (Lines 4+5)	**$15,585,089**

SGR PROGRAM POPULATION-BASED APPORTIONMENT

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=Sum(D:E)*
	6/30/2025	**FY2024-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**Total**
Apportionment[3]	**Balance (w/interest)**	**Outstanding Commitments**	**Actuals[1]**	**Projected Carryover**	**Revenue Estimate[2]**	**Available For Allocation**
Clipper®/Clipper® 2.0/Green Transit Capital Priorities[4]	16,603,360	(27,970,076)	13,306,888	1,940,171	13,644,918	15,585,089
GRAND TOTAL	**$16,603,360**	**($27,970,076)**	**$13,306,888**	**$1,940,171**	**$13,644,918**	**$15,585,089**

1. FY2025-26 State of Good Repair Program revenue generation is based on September 2025 actuals report from the State Controller's Office (SCO).

2. FY2026-27 State of Good Repair Program revenue generation is based on August 2025 estimates from the State Controller's Office (SCO).

3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.

4. Specific projects will be identified through the annual State of Good Repair Programming Resolution.

FY 2026-27 FUND ESTIMATE
SB 125 TRANSIT OPERATIONS FUNDING

FY2025-26 SB 125 Funding		**FY2026-27 SB 125 Funding**	
1. Estimate (Feb, 25)	$374,742,049	1. Estimate (Feb, 26)	$0
2. Actual Revenue		2. Actual Revenue	
3. Revenue Adjustment (Lines 2-1)		3. Revenue Adjustment (Lines 2-1)	

SB 125 FUNDING DISTRIBUTION

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F*
	6/30/2025	**FY2024-26**	**FY25-26 Distribution**	**6/30/2025**	**FY2026-27**	**Total**
Apportionment Jurisdictions	**Balance (w/interest)**	**Outstanding Commitments**	**Distribution**	**Projected Carryover**	**Distribution[1]**	**Available For Allocation**
SFMTA	-	(117,263,296)	117,263,296	-	-	-
BART	-	(224,390,775)	224,390,775	-	-	-
AC Transit	-	-	-	-	-	-
Caltrain	-	(10,448,973)	10,448,973	-	-	-
GGBHTD	-	(20,810,168)	20,810,168	-	-	-
ACE	-	(1,828,837)	1,828,837	-	-	-
ECCTA	-	-	-	-	-	-
LAVTA	-	-	-	-	-	-
NVTA	-	-	-	-	-	-
SolTrans	-	-	-	-	-	-
WCCTA	-	-	-	-	-	-
MTC (Regional Network Management)	1,786,333	(506,045)	-	1,280,287	-	1,280,287
GRAND TOTAL	**$1,786,333**	**($375,248,094)**	**$374,742,049**	**$1,280,287**	**$0**	**$1,280,287**

1. SB 125 funding to be deprecated at the end of FY2025-26. All operating commitments outlined in MTC Resolution 4619, Revised have been disbursed to operators as of 1/31/2026

Date: June 24, 2026
W.I.: 1514
Referred by: PAC
Revised: 08/26/26-C
09/23/26-C
10/28/26-C

ABSTRACT

Resolution No. 4771 Revised

This resolution approves the allocation of fiscal year 2026-27 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution includes the following attachments:

Attachment A—Allocation Summary

Attachment B—Findings

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

Attachment A was revised on August 26, 2026 to allocate funds to the Marin Transit District, Solano County Transit (SolTrans), and Solano Transportation Authority.

Attachment A was revised on September 23, 2026 to allocate funds to the Golden Gate Bridge, Highway, and Transportation District and Sonoma County Transit.

Attachment A was revised on October 28, 2026 to allocate funds to the San Francisco Municipal Transportation Agency and Western Contra Costa Transit Authority.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2026, August 12, 2026, September 9, 2026, and October 14, 2026.

Date: June 24, 2026
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2026-27 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4771

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

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

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

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2026-27 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2026-27 allocations requested by claimants, and is from time-to-time revised; and

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

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

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

Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2026-27 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

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

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

METROPOLITAN TRANSPORTATION COMMISSION

_____

Sue Noack, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, and at other
remote locations, on June 24, 2026.

Date: June 24, 2026
Referred by: PAC
Revised: 08/26/26-C 09/23/26-C
10/28/26-C

Attachment A
ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2026-27

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - PUC 99233.7, 99275 Community Transit Service - Operations						
AC Transit	Transit Operations	5,261,982	01	06/24/26	AC Transit - Alameda	
AC Transit	Transit Operations	1,039,431	02	06/24/26	AC Transit - Contra Costa	
CCCTA	Community Transit	1,396,000	03	06/24/26	CCCTA	
VTA	Community Transit	7,035,666	04	06/24/26	Santa Clara County	
	Subtotal	**14,733,079**				
5802 - PUC 99260A Transit - Operations						
AC Transit	Transit Operations	65,533,385	05	06/24/26	AC Transit - Alameda D1	
AC Transit	Transit Operations	17,365,946	06	06/24/26	AC Transit - Alameda D2	
AC Transit	Transit Operations	9,277,348	07	06/24/26	AC Transit - Contra Costa D1	
CCCTA	Transit Operations	30,878,425	08	06/24/26	CCCTA	
Santa Rosa CityBus	Transit Operations	11,066,613	09	06/24/26	Santa Rosa	
ECCTA	Transit Operations	15,853,298	10	06/24/26	ECCTA	
LAVTA	Transit Operations	14,031,231	11	06/24/26	LAVTA	
NVTA	Transit Operations	6,943,900	12	06/24/26	NVTA	
VTA	Transit Operations	133,677,651	13	06/24/26	VTA	
Marin Transit	Transit Operations	9,105,048	18	08/26/26	Marin Transit	
SolTrans	Transit Operations	6,408,169	19	08/26/26	Vallejo/Benicia	
SolTrans	Transit Operations	1,604,154	20	08/26/26	Vallejo/Benicia	
Sonoma County Transit	Transit Operations	12,507,604	22	09/23/26	Sonoma County	
GGBHTD	Transit Operations	7,209,318	23	09/23/26	GGBHTD - Marin	
WestCAT	Transit Operations	2,249,030	26	10/28/26	WCCTA	
SFMTA	Transit Operations	46,287,050	27	10/28/26	SFMTA	
	Subtotal	**389,998,170**				

5803 - PUC 99260A Transit - Capital					
CCCTA	Transit Capital	10,265,087	14	06/24/26	CCCTA
Santa Rosa CityBus	Transit Capital	3,750,000	15	06/24/26	Santa Rosa
LAVTA	Transit Capital	10,000,000	16	06/24/26	LAVTA
Sonoma County Transit	Transit Capital	1,300,000	24	09/23/26	Sonoma County
	Subtotal	**25,315,087**			
5807 - PUC 99400C Transit - Operations					
Solano TA	Transit Operations	1,216,500	21	08/26/26	Suisun City (Claimable by STA)
Sonoma County Transit	Transit Operations	4,721,611	25	09/23/26	Sonoma County
	Subtotal	**5,938,111**			
5812 - PUC 99400D Planning and Administration - Operations					
NVTA	Planning and Admin	3,000,000	17	06/24/26	NVTA
	Subtotal	**3,000,000**			
	Total	***438,984,447***			

Date: June 24 2026
Referred by: PAC

ALLOCATION OF FISCAL YEAR 2026-27
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

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

Transportation Development Act Article 4 Funds
Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5) as attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to

receive, in accordance with the calculations prescribed by 2l California Code of Regulations § 6633.l, or § 6634; and

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards; and

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

Transportation Development Act Article 8 Transit Funds

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

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised) as so attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 2l California Code of Regulations § 6634.

Date: June 24, 2026
W.I.: 1514
Referred by: PAC
Revised: 08/26/26-C
09/23/26-C
10/28/26-C

ABSTRACT

Resolution No. 4772 Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2026-27.

This resolution includes the following attachments:

Attachment A—Allocation Summary
Attachment B—Findings

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

Attachment A was revised on August 26, 2026 to allocate funds to the Bay Area Transit District (BART), Marin Transit District, Solano Transportation Authority, and MTC.

Attachment A was revised on September 23, 2026 to allocate funds to the Golden Gate Bridge, Highway, and Transportation District, MTC, and Sonoma County Transit.

Attachment A was revised on October 28, 2026 to allocate funds to San Francisco Municipal Transportation Agency (SFMTA), and Sonoma Marin Area Rail Transit (SMART).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2026, August 12, 2026, September 9, 2026, and October 14, 2026.

Date: June 24, 2026
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2026-27 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4772

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

WHEREAS, the Mills-Alquist-Deddeh Act ("Transportation Development Act" or "TDA"), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account ("PTA") to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 993l3.6, MTC has created a State Transit Assistance ("STA") fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 993l3.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2026-27 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2026-27 allocations requested by claimants, and is from time-to-time revised; and

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

WHEREAS, pursuant to 2l California Code of Regulations Section 6754, MTC Resolution Nos. 4321 and 4433, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2026-27 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan; and, be it further

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on June 24, 2026.

Date: June 24, 2026
Referred by: PAC
Revised: 08/26/26-C 09/23/26-C
10/28/26-C

Attachment A
ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
DURING FISCAL YEAR 2026-27

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

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5820 - CCR 6730A Operations - Population-based County Block Grant						
AC Transit	Transit Operations	5,521,856	01	06/24/26	AC Transit - Alameda	
AC Transit	Transit Operations	1,558,320	02	06/24/26	AC Transit - Contra Costa	
CCCTA	Transit Operations	5,100,000	03	06/24/26	County Connection	
Santa Rosa CityBus	Transit Operations	1,661,737	04	06/24/26	Santa Rosa CityBus	
ECCTA	Transit Operations	3,252,804	05	06/24/26	Tri-Delta Transit	
LAVTA	Transit Operations	1,606,307	06	06/24/26	LAVTA	
NVTA	Transit Operations	1,700,537	07	06/24/26	Napa County	
VTA	Transit Operations	7,385,010	08	06/24/26	Santa Clara County	
BART	Transit Operations	1,243,286	13	08/26/26	San Francisco County	
Marin Transit	Transit Operations	1,409,192	14	08/26/26	Marin Transit	
Solano TA	Transit Operations	1,252,853	15	08/26/26	Solano County	
Sonoma County Transit	Transit Operations	2,131,022	20	09/23/26	Sonoma County Transit	
SMART	Transit Operations	1,344,555	24	10/28/26	SMART - Sonoma	
	Subtotal	**35,167,479**				
5820 - CCR 6730A Operations - Population-based MTC Coordination						
MTC	Clipper	7,000,000	09	06/24/26	MTC	
MTC	Clipper START Operations - (	2,003,333	16	08/26/26	Means-Based Transit Fare Program	
	Subtotal	**9,003,333**				
5820 - CCR 6730A Operations - Revenue-based						
AC Transit	Transit Operations	26,331,036	10	06/24/26	AC Transit	
VTA	Transit Operations	30,089,714	11	06/24/26	VTA	
WETA	Transit Operations	8,000,000	12	06/24/26	WETA	
BART	Transit Operations	38,310,070	17	08/26/26	BART	
Marin Transit	Transit Operations	1,998,679	18	08/26/26	Marin Transit	
GGBHTD	Transit Operations	8,747,667	23	09/23/26	GGBHTD	
SFMTA	Transit Operations	65,309,582	25	10/28/26	SFMTA	
SMART	Transit Operations	3,635,744	26	10/28/26	SMART	
	Subtotal	**182,422,492**				

5821 - CCR 6730B Capital - Population-based TAP

MTC	Mapping and Wayfinding Star	1,280,000	21	09/23/26	TAP - Project 4: Mapping and Wayfinding Project
MTC	Mapping and Wayfinding Pilo	2,270,000	22	09/23/26	TAP - Project 4: Mapping and Wayfinding Project
	Subtotal	**3,550,000**			

5822 - CCR 6731C Paratransit - Operations - Population-based County Block Grant

SFMTA	Paratransit Operations	2,812,954	27	10/28/26	SFMTA
	Subtotal	**2,812,954**			

5828 - CCR 6731B Planning and Admin - Population-based County Block Grant

Solano TA	Planning and Admin	3,601,279	19	08/26/26	Solano County
	Subtotal	**3,601,279**			
	Total	***236,557,537***			

ALLOCATION OF FISCAL YEAR 2026-27 STATE TRANSIT ASSISTANCE FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance (STA) funds are allocated under this resolution.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with PUC §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for STA funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 6600 et seq.), and with the applicable MTC rules and regulations; and

3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. l209, Revised), as so attested to by the claimant's chief financial officer; and

4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and

5. That the sum of each claimant's allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount the claimant is eligible to receive, in accordance with the calculations prescribed by 21 Cal. Code of Regs. § 6633.1 or § 6634; and

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and

7. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code ("Pull Notice Program"), as required by PUC § 99251; and

8. That each claimant is in compliance with MTC's Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Date: June 24, 2026
W.I.: 1255
Referred by: PAC
Revised: 08/26/26-C
09/23/26-C
10/28/26-C

ABSTRACT

Resolution No. 4773, Revised

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2026-27.

This resolution includes the following attachment:

- Attachment A—Allocation Summary

This resolution allocates funds to Alameda-Contra Costa Transit District (AC Transit), Transbay Joint Powers Authority (TJPA), San Francisco Bay Area Water Emergency Transportation Authority (WETA), and MTC.

Attachment A was revised on August 26, 2026 to allocate funds to Solano County Transit (SolTrans).

Attachment A was revised on September 23, 2026 to allocate funds to the Golden Gate Bridge, Highway, and Transportation District.

Attachment A was revised on October 28, 2026 to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2026, August 12, 2026, September 9, 2026, and October 14, 2026.

Date: June 24, 2026
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2026-27

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4773

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

WHEREAS, Streets and Highways Code Sections 30950 et seq. created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by $1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 ("RM2"); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set for in length in MTC Resolution 3636, Revised; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment A; and, be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsors.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations, on June 24, 2026.

FY 2026-27 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

1. Funding for each route is limited to the amount identified in the FY 2026-27 RM2 Operating Program (MTC Resolution 4757).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM2 operating program limit of 38% of annual revenue [SHC Section 30915(d)].
3. Payment of RM2 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. Operating advances will be considered on a case-by-case basis.
5. RM2 performance requirements are suspended due to the continuing transit impacts resulting from the COVID-19 pandemic.
6. Marketing assistance program is funded with RM2 toll revenue receipts pursuant to Streets and Highways Code (SHC) 30914(f) and are outside of the 38% limit on operating funding as described in SHC 30914(d).

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
RM2 Operating Assistance Program – Streets and Highways Code 30914(d)					
AC Transit	Express Bus Service	$ 4,610,103	1	06/24/26	04
AC Transit	Dumbarton Bus	$ 3,171,509	2	06/24/26	05
AC Transit	Owl Bus Service	$ 1,280,481	3	06/24/26	07
AC Transit	Enhanced/Rapid Bus Service	$ 2,567,782	4	06/24/26	09
WETA	Ferry Operations	$ 13,095,689	5	06/24/26	06
WETA	Planning and Administration	$ 2,567,782	6	06/24/26	11
TJPA	Transbay Transit Center	$ 2,567,782	7	06/24/26	13
MTC	Clipper	$ 1,711,855	8	06/24/26	12
SolTrans	Solano Express	$ 2,267,472	10	08/26/26	03
GGBHTD	Richmond Bridge Express	$ 2,087,159	11	09/23/26	01
SFMTA	Metro 3rd St. Extension	$ 2,139,819	12	10/28/26	08
	Subtotal	**$ 38,067,433**			
RM2 Marketing Assistance Program – Streets and Highways Code 30914(f)					
MTC	Clipper	$ 1,800,000	9	06/24/26	
	Subtotal	**$ 1,800,000**			
	Total	***$ 39,867,433***			

Date: June 24, 2026
W.I.: 1255
Referred by: PAC
Revised: 08/26/26-C
09/23/26-C
10/28/26-C

ABSTRACT

Resolution No. 4774, Revised

This resolution approves the allocation of the Regional Measure 3 operating funds for FY 2026-27

This resolution includes the following attachment:

- Attachment A – FY 2026-27 Allocation of Regional Measure 3 Funds for Operating Program

This resolution allocates funds to Transbay Joint Powers Authority (TJPA), San Francisco Bay Area Water Emergency Transportation Authority (WETA), Alameda-Contra Costa Transit District (AC Transit), Eastern Contra Costa Transit Authority (ECCTA), and Livermore Amador Valley Transit Authority (LAVTA).

Attachment A was revised on August 26, 2026 to allocate funds to Solano County Transit (SolTrans).

Attachment A was revised on September 23, 2026 to allocate funds to the Golden Gate Bridge Highway and Transportation District.

Attachment A was revised on October 28, 2026 to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA) and Western Contra Costa Transit Authority (WestCAT).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2026, August 12, 2026, September 9, 2026, and October 14, 2026.

Date: June 24, 2026
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 3 Operating Program funds for FY 2026-27

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4774

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a "County" and, collectively, the "Counties") to approve a toll increase of three dollars ($3.00) phased in over time, including a one dollar ($1.00) toll increase on January 1, 2019, a one dollar ($1.00) toll increase on January 1, 2022, and a one dollar ($1.00) toll increase on January I, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area ("Regional Measure 3"); and

WHEREAS, on September 26, 2018, the Bay Area Toll Authority ("Authority") adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 ("RM3") at such special election voted affirmatively for RM3; and

WHEREAS, on December 19, 2018, the Authority adopted Resolution No. 128 adopting a toll schedule phasing in the toll increase approved pursuant to RM3, effective on January 1, 2019; and

WHEREAS, RM3 establishes the RM 3 Expenditure Plan and identifies specific capital projects and operating programs eligible for RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and.

WHEREAS, RM3 assigns administrative duties and responsibilities for the implementation of the Regional Measure 3 Expenditure Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Measure 3 Expenditure Plan by bonding or transfers RM3 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the RM3 Expenditure Plan on December 18, 2019, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM3 Operating Program funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM3 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Section 30914.7(c) of the California Streets and Highways Code to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM3 funding, project specific conditions, and amounts recommended for RM3 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM3 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the RM3 Expenditure Plan Policies and Procedures as set for in length in MTC Resolution 4404, Revised; and be it further

RESOLVED, that the allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions as set forth in Attachment A; and be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsors.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Vice Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California and at other remote locations,
on June 24, 2026.

FY 2026-27 ALLOCATION OF REGIONAL MEASURE 3 FUNDS
FOR OPERATING PROGRAM

1. Funding for each route is limited to the amount identified in the FY 2026-27 RM3 Operating Program (MTC Resolution 4758).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM3 operating program limit of 16% of annual revenue [SHC Section 30914.7(c)].
3. Payment of RM3 operating funds may be limited to no more than 1/12 of the allocated amount monthly.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
TJPA	Terminal Operations	$ 4,326,844	1	06/24/26	1
WETA	Ferry Service	$ 31,369,616	2	06/24/26	2
AC Transit	Express Bus	$ 6,068,398	3	06/24/26	3
LAVTA	Express Bus	$ 1,362,692	4	06/24/26	3
ECCTA	Regional Express Bus FY2018-19 through FY2021-22 Funds	$ 2,608,847	5	06/24/26	
SolTrans	Express Bus	$ 3,041,920	6	08/26/26	3
GGBHTD	Express Bus	$ 2,147,640	7	09/23/26	3
SFMTA	Express Bus	$ 2,886,623	8	10/28/26	3
WestCAT	Express Bus	$ 1,685,545	9	10/28/26	3
WestCAT	Regional Express Bus FY2018-19 through FY2021-22 Funds	$ 2,710,277	10	10/28/26	
	Total	**$ 58,208,402**			

Date: June 24, 2026
WI: 1514
Referred by: PAC
Revised: 10/28/26-C

ABSTRACT

Resolution No. 4775

This resolution approves the allocation of fiscal year 2026-27 AB 1107 half-cent sales tax funds to AC Transit.

This Resolution includes the following attachment:

Attachment A – Allocation Summary
Attachment B – Findings

Attachment A was revised on October 28, 2026 to allocate funds to San Francisco Municipal Transportation Agency (SFMTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2026, and October 14, 2026.

Date: June 24, 2026
Referred by: PAC

Re: Allocation of Fiscal Year 2026-27 "AB 1107" Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4775

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

WHEREAS, Public Utilities Code Section 29142.2(b) provides that, after deductions for certain administrative expenses, twenty-five percent (25%) of the proceeds from the one-half cent transactions and use tax collected within the San Francisco Bay Area Rapid Transit District (hereinafter referred as "AB 1107" funds), shall, on the basis of regional priorities established by MTC, be allocated by MTC to the City and County of San Francisco for the San Francisco Municipal Transportation Agency ("SFMTA") and to the Alameda-Contra Costa Transit District ("AC Transit"), for transit services; and

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2026-27 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2026-27 allocations requested by SFMTA and/or AC Transit, and is from time-to-time revised; and

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

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists findings pertaining to the allocations made under this resolution to SFMTA and/or AC Transit, as the case may be; and

WHEREAS, SFMTA and/or AC Transit has certified that its projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2026-27 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was approved by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California, and at other
remote locations, on June 24, 2026.

Date: June 24, 2026
Referred by: PAC
Revised: 10/28/26-C

Attachment A
MTC Resolution No. 4775

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2026-27

All AB 1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

Claimant	Project Description	Fare Ratio Plus Local Support Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY24-25	FY26-27			
AC Transit	Transit Operations	69%	64%	50% of deposits to MTC's AB 1107 account.	01	06/24/26
SFMTA	Transit Operations	58%	62%	50% of deposits to MTC's AB 1107 account.	02	10/28/26

Date: June 24, 2026
Referred by: PAC

Attachment B
Resolution No. 4775
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2026-27
AB 1107 FUNDS

FINDINGS

The following findings pertain to the allocation of funds under this resolution to AC Transit and/or SFMTA, as the case may be.

Statutory Requirement	***AC Transit***	***SFMTA***
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	*YES*	*YES*
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	*YES*	*YES*
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2022-23 and included with the proposed FY 2026-27 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue. Local revenue includes fares, advertising, Low Carbon Transit Operations funds, General Fund, local sales tax not including TDA, property tax, local revenue such as parking and traffic fees, bridge tolls, and BART sales tax funds.	*YES*	*YES*
4. In accordance with Public Utilities Code § 29142.4, MTC may grant an operator which was in compliance with the 33 percent farebox requirement prior to that date, a credit not to exceed 5 percent to meet that requirement.	*N/A*	*N/A*

Date: August 26, 2026
W.I.: 1511
Referred by: PAC
Revised: 10/28/26-C

ABSTRACT

Resolution No. 4783

This resolution adopts the regional project list for the Caltrans Transit State of Good Repair Program for the San Francisco Bay Area for Fiscal Year (FY) 2026-27.

This resolution includes the following attachment:

- Attachment A – FY 2026-27 State of Good Repair Program Public Utilities Code § 99314 and 99313 Project List

Attachment A was revised on October 28, 2026 to update the funding amounts to match the State Controller's Office August revenue estimates.

Further discussion of this action is contained in the Programming and Allocations Summary Sheets dated August 12, 2026 and October 14, 2026.

Date: August 26, 2026
W.I.: 1511
Referred by: PAC

RE: Caltrans Transit State of Good Repair Program, FY 2026-27

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4783

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

WHEREAS, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017, establishes the State of Good Repair Program (SGR Program); and

WHEREAS, the SGR Program will provide approximately $140 million annually to transit operators in California for eligible transit maintenance and capital projects; and

WHEREAS, Public Utilities Code § 99313 and 99314 provides for the allocation by the State Controller of SGR Program funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California and based on each Bay Area operator's qualifying revenue, respectively; and

WHEREAS, the State Department of Transportation (Caltrans) is responsible for administering the SGR Program; and

WHEREAS, Caltrans has developed guidelines for the purpose of administering and distributing SGR Program funds to eligible project sponsors; and

WHEREAS, Caltrans' guidelines for the Fiscal Year 2026-27 SGR Program require Regional Transportation Planning Agencies (RTPAs) like MTC to approve and submit a regional project list for all Public Utilities Code § 99314 and 99313 funds to be allocated to operators in the Bay Area; and

WHEREAS, staff has prepared a SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, Attachment A, for submittal to Caltrans, said attachment attached hereto and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the Fiscal Year 2026-27 SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, attached hereto as Attachment A; and, be it further

RESOLVED, that MTC agrees to comply with all conditions and requirements set forth in the applicable statutes, regulations, guidelines, for all SGR Program funded projects; and, be it further

RESOLVED, that MTC hereby authorizes the submittal of the SGR Program Public Utilities Code § 99314 and 99313 funding allocation request list, attached hereto as Attachment A; and, be it further

RESOLVED, that should the final Fiscal Year 2026-27 amount differ from the State Controller's Office estimate, any amount above or below the estimate will be allocated to the projects listed in Attachment A; and, be it further

RESOLVED, that the Executive Director is authorized to make minor changes to Attachment A to conform to sponsor requests, and Caltrans and State Controller's actions.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on August 26, 2026.

Fiscal Year 2026-27 State of Good Repair Program Public Utilities Code § 99314 Project List				
Agency	**Project Title**	**Original Program**	**Revised Program**	**Notes**
Alameda-Contra Costa Transit District (AC Transit)	AC Transit Fleet and Facilities State of Good Repair	$4,790,929	$5,581,298	
ACE Train (Alameda County Apportionment)	ACE Facilities Capital Improvements Project	$55,015	$35,955	
BART	Repair & Rehabilitation of Various Districtwide Systems	$7,507,391	$6,104,055	
Peninsula Corridor Joint Powers Board (Caltrain)	Caltrain State of Good Repair Improvements	$1,786,507	$2,319,407	
Central Contra Costa Transit Authority (County Connection)	Onboard Technology Maintenance	$156,627	$191,690	
City of Fairfield (FAST)	FAST Transit Heavy and Preventative Maintenance Project	$34,783	$20,481	Includes apportionment for Dixon, Rio Vista, and Vacaville
Golden Gate Bridge Highway and Transportation District	San Francisco Ferry Terminal (SFFT) West and East Berth Rehabilitation	$1,714,228	$2,626,125	
Marin County Transit District (Marin Transit)	Purchase 6 40ft Hybrid and 5 30ft Diesel Vehicles (LG)	$292,978	$337,230	
Napa County Transportation and Planning Agency	Napa Vine Zero Emission Bus Program	$21,269	$40,689	
City of Petaluma	Bus Repair and Rehabilitation	$9,127	$11,646	
San Mateo County Transit District (SamTrans)	SamTrans Capital Improvement Program	$1,791,748	$1,546,192	
City of Santa Rosa (Santa Rosa City Bus)	Fixed-Route Fleet Preventive Maintenance	$30,666	$28,393	

Agency	Project Title	Jan Amount	Amount	Notes
Livermore Amador Valley Transportation Authority (LAVTA)	Rutan Facility Rehabilitation and Enhancement	$75,129	$91,569	
City of San Francisco (SFMTA)	SFMTA Facilities SGR Project	$6,399,160	$5,487,598	
City of San Francisco (SFMTA)	SFMTA Fixed Guideway SGR Project	$6,399,161	$5,487,598	
Sonoma-Marin Area Rail Transit District (SMART)	SMART State of Good Repair Project	$370,357	$525,271	
Solano County Transit (SolTrans)	Camera Upgrades for Vallejo Transit Center	$65,321	$58,481	
County of Sonoma (Sonoma County Transit)	Bus Replacement	$42,717	$40,963	
Eastern Contra Costa Transit Authority (TriDelta Transit)	ECCTA Server Replacement	$75,726	$111,550	
City of Union City (Union City Transit)	Bus Stop Upgrades	$23,208	$20,108	
Santa Clara Valley Transportation Authority (VTA)	Diesel Hybrid Bus Procurement	$4,462,340	$4,661,270	Includes apportionment for VTA-Corresponding to ACE
Santa Clara Valley Transportation Authority (VTA)	Guadalupe Entrance Security Improvements	$1,000,000	$1,000,000	
Western Contra Costa Transit Authority (WestCAT)	Local Match for Purchase of Replacement Revenue Vehicles	$99,338	$118,906	
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	Mid Life Vessel Repair	$487,149	$723,890	
TOTAL		**$37,690,874**	**$37,170,365**	

Fiscal Year 2026-27 State of Good Repair Program Public Utilities Code § 99313 Project List

Agency	Project Title	Jan Amount	Amount	Notes
Metropolitan Transportation Commission (MTC)	Clipper®/Clipper® 2	$10,638,244	$10,644,918	
San Francisco Bay Area Water Emergency Transportation Authority (WETA)	Treasure Island Electrification Project	$3,000,000	$3,000,000	
TOTAL		**$13,638,244**	**$13,644,918**	

FY 2026-27
MTC Fund Estimate Revision

MTC Programming & Allocation Committee

October 14, 2026

Topics

1. Fund Estimate
   - Recap
2. STA Formula Program
   - Distribution change
3. Allocations
   - Proposed funding to SFMTA, SMART, and WestCAT

Fund Estimate Recap

- Every year, MTC prepares a Fund Estimate to identify how much funding will be available in the upcoming fiscal year from sources including:
  - Transportation Development Act (TDA) – *statewide sales tax*
  - State Transit Assistance (STA) – *statewide diesel sales tax*
  - Assembly Bill 1107 – *regional sales tax in Alameda, Contra Costa, and San Francisco counties*
- The Fund Estimate is informed by state and county revenue projections and reflects latest macroeconomic and demographic trends
- The Fund Estimate is typically amended twice per year to incorporate the latest revenue information from the state
- Transit agencies, County Transportation Agencies, and MTC use the Fund Estimate for budget development and to request allocation of funds

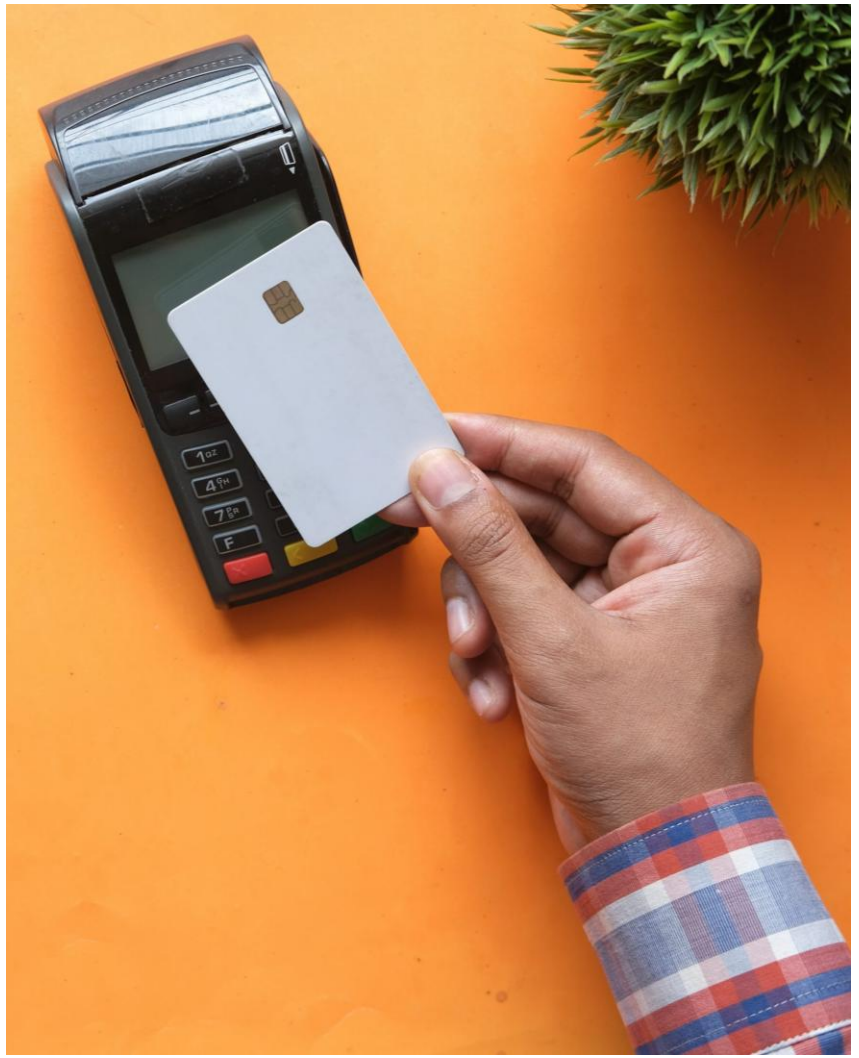
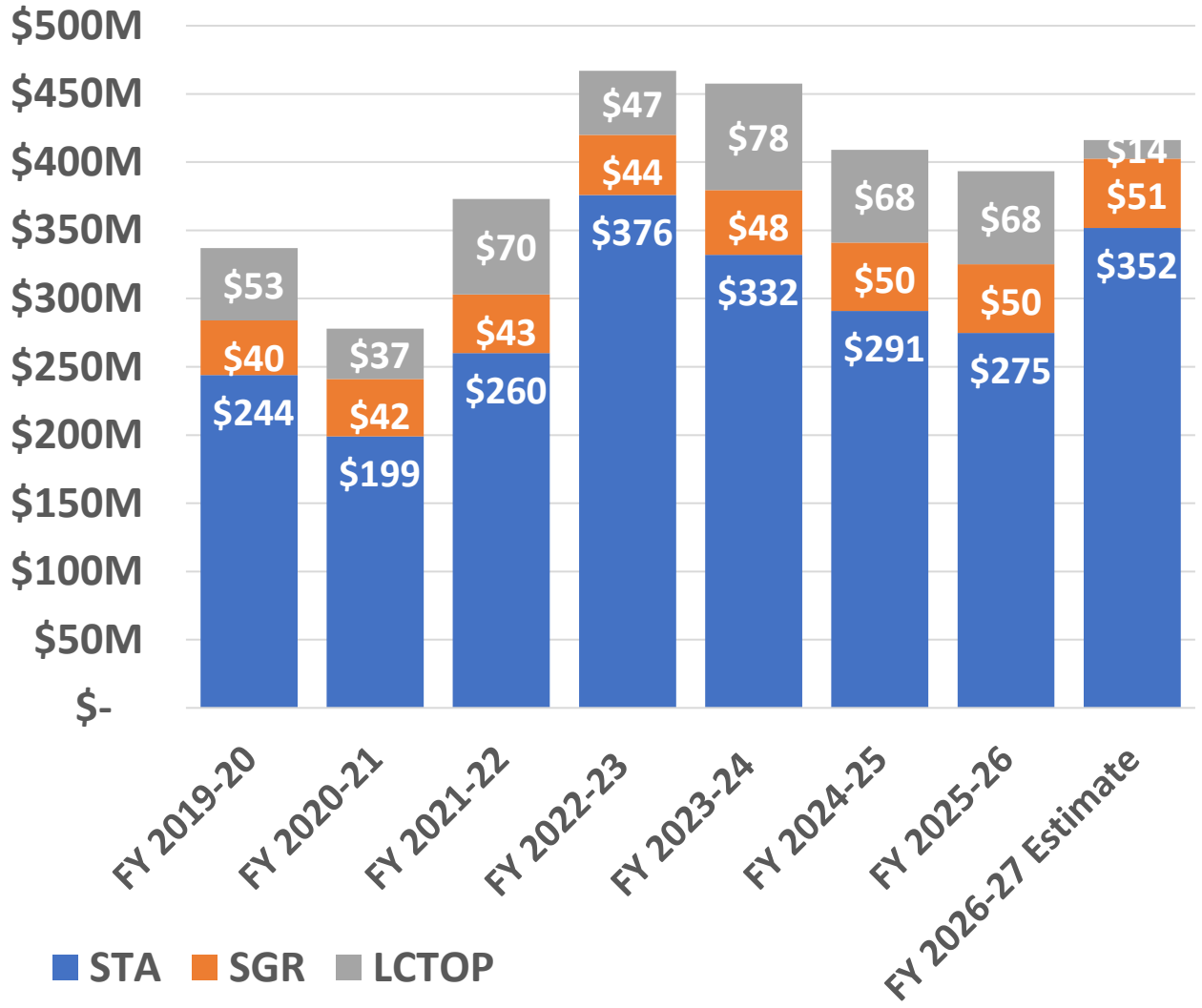


Image Credit: Unsplash

STA Formula Programs

- State Transit Assistance (STA) formula splits statewide revenue 50/50 between a Revenue-Based program and a Population-Based program
- Revenue-Based funds flow to transit operators via MTC based on their qualifying local revenue
- Population-Based funds flow to the Bay Area based on our ~19% share of the state's population and are programmed by MTC
- FY 2025-26 STA actual revenues 5% lower than initial State Controller's Office Estimate in August 2025
- **Initial FY 2026-27 forecast from January increased by $51.1 million for total of $416 million for the Bay Area**



STA Revenue-Based Formula Funding Distribution

Background

- Formula had been frozen since 2020, to reduce impacts of the pandemic on transit revenues

Current

- "Hold Harmless" provisions expired in July 2026
- Reduction in regional share of statewide revenues
  - SFMTA and BART shares reduced
  - AC Transit, VTA, Golden Gate, Caltrain, and SF Bay Ferry shares increased
- **Overall increase in statewide revenue results in increased revenue for all large operators**

Operator	FY2026 Actual Revenue	FY2026 State Share %	FY2027 Revenue Estimate	FY2027 State Share %
State Total	**$376.6**	**100%**	**$486.8**	**100%**
SFMTA	$68.5	18.2%	$76.8	15.8%
BART	$40.2	10.7%	$42.1	8.6%
AC Transit	$25.6	6.8%	$37.9	7.8%
VTA	$29.1	7.7%	$39.1	8.0%
GGBHTD	$9.1	2.4%	$18.2	3.7%
Caltrain	$9.5	2.5%	$16.1	3.3%
WETA	$2.6	0.7%	$5.0	1.0%
Small Operators	$17.0	4.5%	$22.2	4.6%
Region	**$201.8**	**53.5%**	**$257.3**	**52.8%**

In millions of $

October Allocations

Entity	TDA (Res. 4771)	STA (Res. 4772)	RM2 (Res. 4773)	RM3 (Res. 4774)	AB1107 (Res. 4775)	Grand Total
SFMTA	$46.3	$68.1	$2.1	$2.9	$52.5	**$171.9**
SMART		$5.0				**$5.0**
WestCAT	$2.2			$4.4		**$6.7**
Total	**$48.6**	**$73.1**	**$2.1**	**$7.3**	**$52.5**	**$183.6**

In millions of $

Recommended Allocations

- Continue allocations process for FY2026-27 TDA, STA, AB 1107, and RM 2/3 funds
- SFMTA, SMART, and WestCAT requested allocations this month
- Funding to support transit operations and capital projects

Staff Recommendation

Refer the following resolutions to the Commission for approval:

- Resolution 4742, Revised: updates the FY2026-27 Fund Estimate with the latest STA/SGR estimates, including the statewide revenue-based formula “unfreeze”
- Resolution 4783, Revised: updates the FY2026-27 SGR Program to incorporate the latest revenue-based SGR estimates
- Resolutions 4771 through 4775, Revised: allocates FY2026-27 TDA, STA, AB 1107, RM2, and RM3 funds to SFMTA, SMART, and WestCAT

Metropolitan Transportation Commission
Programming and Allocations Committee

October 14, 2026 **Agenda Item 4a-26-2173**

MTC Resolution No. 4740, Revised

Subject:

Revisions to the One Bay Area Grant (OBAG 4) Regional Program, including recommended approval of revised program categories and program funding amounts.

Background:

In January 2026, the Commission adopted the OBAG 4 project selection and programming framework for investing approximately $820 million in federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds from federal fiscal year (FY) 2026-27 through FY 2029-30.

The OBAG 4 framework includes a commitment of approximately $100 million to support transit operations through the Senate Bill (SB) 125 framework, with the remaining $720 million capacity divided equally between the county program ($360 million) and regional program ($360 million) components.

Implementation Progress

For the OBAG 4 County Program, CTAs are currently evaluating project applications and developing project nominations for submission to MTC in October 2026. County Program project nominations will be evaluated by MTC staff and considered by the Commission in early 2027.

In September 2026, staff brought an informational update on development of the OBAG 4 Regional Program to this committee, including a summary on engagement and collaboration with partners to develop the program, revised investment categories, and implementation strategies.

This month, staff recommend approval of the proposed OBAG 4 Regional Program categories, programs, and funding amounts.

Regional Program Framework

The proposed OBAG 4 Regional Program would invest approximately $360 million in programs and services that are most effective when planned, funded, or delivered across multiple jurisdictions. The proposed framework is intended to complement the County Program by addressing shared challenges, supporting common tools and services, and providing targeted investments and technical assistance that help local agencies advance the Bay Area's housing, transportation, climate, and safety goals as defined in Plan Bay Area 2050+.

The proposed Regional Program is organized around three categories that reflect how investments are delivered and the role MTC and partner agencies play in implementation, as shown in **Table 1** below**.**

Table 1. Regional Investment Framework

Program Category	Focus	OBAG 4 Amount
Community Investment	Place-based local implementation with regionwide scale and technical support	$188 million
Network Performance	Improving multimodal corridors, transit transformation, and system reliability	$115 million
Shared Information and Services	Shared tools, services, and information provided regionwide for improved efficiency and access	$57 million
	Regional Program Total	**$360 million**

Taken together, more than half of the proposed Regional Program, approximately $182 million, would be distributed through grants and technical assistance opportunities that directly support local jurisdictions, transit operators, and partner agencies. The remaining investments would support collaborative Bay Area initiatives and shared services that are difficult to deliver effectively through individual jurisdictions acting alone. **Attachment A** summarizes the proposed Regional Program categories and program amounts and highlights the programs with proposed local grant opportunities. Please note that, based on recent feedback from CTA partners, there was an adjustment made to program amounts to increase the Multimodal Corridors Planning from $4 million to $5 million, reducing the Multimodal Corridor Capital amount from $35 million to $34 million.

Next Steps

Following adoption, staff will continue engagement around and development of the Regional Program, with calls for projects beginning early 2027.

Program Development and Collaboration Opportunities

MTC staff will work closely with partner agencies as the OBAG 4 Regional Program moves from development into implementation. Key areas of work over the next year include continued coordination with CTAs, transit agencies, and other partners, development of regional strategies, and preparation for future funding opportunities.

- Regional TDM: This fall, MTC and CTAs will launch the development of the Regional TDM Roadmap and establish a co-project management structure to guide the effort. The TDM Roadmap will identify regional TDM priorities and help coordinate future investments and activities regionwide.

- Transportation Electrification: Staff are developing the Transportation Electrification Planning & Program Strategy, which is anticipated to be brought to the Commission in early 2027. The strategy will help coordinate investments and implementation activities across partner agencies and inform future funding opportunities under the OBAG 4 Transportation Electrification program.
- Multimodal Corridors: Staff will engage with CTAs, Caltrans, and local agencies and transit operators beginning in early 2027 to identify corridor priorities, refine planning and operational needs, and explore opportunities for joint project development and co-management.
- Transit Transformation: This fall, staff will continue outreach with transit operators, CTAs, and local jurisdictions on the draft Transit Priority Network, which will inform future Bus Accelerated Infrastructure Delivery Program (BusAID) funding opportunities. Staff will also work with regional partners and a wayfinding consultant to develop implementation timelines for pilot Mapping and Wayfinding locations. Staff anticipate presenting the final Transit Priority Network and the 2027 BusAID funding guidelines to the Regional Network Management (RNM) Committee and Commission in Spring 2027.
- Regional Safety/Vision Zero: After coordinating with local jurisdictions in the summer, staff are now coordinating with Caltrans to select quick-build projects related to the Safe Streets and Roads for All (SS4A) federal grant that OBAG is supplementing. Staff will also present a briefing on the Regional Safety/Vision Zero program to the Committee in the fall, which will include a program update, current work priorities, and a plan for scaling safety implementation through the OBAG 4 Regional Program informed by extensive engagement with local partners.

Staff anticipate returning to various MTC Committees and the Commission throughout 2027 with updates and actions related to implementation of the Regional Program, including approval of key planning and policy frameworks, development of program guidelines, and future funding recommendations.

Call for Projects Coordination

In response to partner feedback identifying a need for greater transparency, coordination, and predictability around OBAG 4 Regional Program funding opportunities, staff will implement several improvements to the communication and coordination of calls for projects. These efforts include enhancing OBAG web resources and funding opportunity information; regularly sharing updates regarding anticipated funding opportunities and guidelines development through partner working groups; and strengthening internal coordination and advance planning for project solicitations.

Attachment B includes a list of local grant opportunities and anticipated timing of calls for projects for 2027.

Issues:

None.

Recommendations:

Refer MTC Resolutions No. 4740, Revised to the Commission for approval. MTC Resolution No. 4740 is also recommended for revisions under Agenda Item 2f but is included once under this Agenda Item. Only applicable items approved by the Committee will be referred to the Commission.

Attachments:

- MTC Resolution No. 4740, Revised
  - Attachment B-1
- Attachment A: OBAG 4 Regional Program Summary
- Attachment B: OBAG 4 Grant Opportunities Summary
- Presentation

Andrew B. Fremier

Proposed OBAG 4 Regional Program

Program	Amount	Share
Community Investments Invest in local communities with regionwide coordination and scale		
TOC/PDA Planning Grants	$20M	6%
Housing Technical Assistance and Collaboration	$10M	3%
Station Access and Parking Management	$16M	4%
Transportation Electrification	$40M	11%
Community Action Resource and Empowerment (CARE) *+	$10M	3%
Priority Conservation Area (PCA) Grants*+	$15M	4%
Active Transportation and Regional Trails*	$5M	1%
TOC Incentive Set-Aside*+	$45M	13%
North Bay Augmentation Set-Aside*+	$5M	1%
Planning and Program Implementation (Estimated)+	$22M	6%
Community Investments Subtotal	**$188M**	**52%**
Network Performance Connecting communities through coordinated, high-performing networks		
Multimodal Corridor Capital+	$34M	10%
Multimodal Corridor Operations	$15M	4%
Multimodal Corridor Planning	$5M	1%
Transit Transformation: Fare Coordination/Integration	$18M	5%
Transit Transformation: Mapping and Wayfinding	$19M	5%
Transit Transformation: Transit Priority*	$6M	2%
Regional Bikeshare	$6M	2%
Planning and Program Implementation (Estimated) +	$12M	3%
Network Performance Subtotal	**$115M**	**32%**
Shared Information & Services Providing tools & services needed for safe and efficient travel regionwide		
Pavement Technical Assistance and Management Programs (PTAP/PMS) *+	$12M	3%
Regional Safety/Vision Zero*	$3M	1%
511 Traveler Information	$12M	3%
Doorway Housing Portal	$5M	1%
Transit Transformation: Paratransit Booking and Mobility Management	$5M	1%
Regional Transportation Demand Management (TDM)	$11M	3%
Bike to Wherever Day (BTWD) and Spare the Air Youth (STAY)	$3M	1%
Planning and Program Implementation (Estimated) +	$6M	2%
Shared Information & Services Subtotal	**$57M**	**16%**
Regional Program Total	**$360M**	**100%**

*Highlighted programs = anticipated local grant opportunities.

+ Advanced programming actions have been approved for this program. In January 2026, the Commission approved $45 million for the TOC Incentive Set-Aside, $5 million for the North Bay Augmentation Set-Aside, and $40 million for MTC planning and program implementation (reflected in the table as distributed proportionately between the three program categories). In April 2026, the Commission approved $10.5 million for Resilient SR37, $10 million for the CARE program, $2 million for the PTAP/PMP program, and $1.8 million for the BTWD program.

OBAG 4 Regional Program
Anticipated Local Grant Opportunities

Anticipated program details as of September 2026 provided for reference only; program descriptions, timing, and amounts subject to change.

Program	Description	Anticipated Call for Projects Timing	Amount
North Bay Augmentation	Local grants to North Bay agencies for various transportation plans, programs, and projects (broad project type eligibility based on the OBAG 4 county program).	Summer 2026*	$5M
Community Action Resource and Empowerment (CARE)	Local grants and technical assistance for community-based transportation plans (CBTPs), participatory budgeting processes, and/or advancement or implementation of priorities identified through community-led processes. The Community Based Transportation Plan Technical Assistance (CBTP TA) and the Participatory Budgeting and Implementation (PBI) components have calls for projects due to MTC in October 2026, and the PBI component anticipates a second call for projects in Spring 2027.	Summer 2026, Spring 2027	$22M (includes $12M from OBAG 3)
Pavement Technical Assistance Program	Technical assistance grants for local jurisdiction pavement data collection in support of pavement management plans.	Fall, annual	$10M
Housing Technical Assistance and Collaboration	Grants, technical assistance, on-call consultant support, and/or peer exchanges to support implementation of upcoming Regional Housing Needs Assessment (RNHA) Cycle 7, comply with state housing and land-use laws, and improve housing access and affordability.	Summer 2027	$10M
Regional Safety/Vision Zero	Grants to support local jurisdictions in updating their local road safety plans (LRSPs) or equivalent safety plans.	Summer 2027	$1M
Transit Transformation: Transit Priority	Local planning and/or capital grants for transit priority improvements such as transit signal priority and signal timing optimization, transit lane installation and delineation, and/or transit stop reconfiguration.	Summer 2027 and 2029	$20M** (includes $14M from OBAG 3)
Transit Oriented Community (TOC) Incentive Set-Aside	Local grants to qualifying jurisdictions for various transportation plans, programs, and projects (broad project type eligibility based on the OBAG 4 county program).	Fall 2027	$45M
TOC and PDA Planning Grants	Grants and/or technical assistance to supporting local jurisdiction planning efforts in TOCs and Priority Development Areas (PDAs) served by public transit and prioritized for future growth.	Winter 2027-2028	$20M

Station Access and Parking Management	Local planning grants and/or technical assistance to support local efforts to improve multimodal access to transit stations and implement parking management programs.	Winter 2027-2028	$16M
Transportation Electrification	Local capital and planning grants, technical assistance, and planning projects to help transition fleets, deploy charging infrastructure, and improve access to clean mobility options.	Winter 2027 and Spring 2028	$40M
Priority Conservation Area (PCA) Grants	Local capital and planning grants for protection, restoration, or enhancement of natural resources, open space, or agricultural lands; bicycle and pedestrian facilities; and/or urban greening projects that advance regional conservation objectives in locally identified PCAs.	TBD	$8.5M
Active Transportation and Regional Trails	Local grants and technical assistance for active transportation project development, design, and associated capacity-building trainings and workshops; planning for regional trail networks and regional shoreline adaptation for Bay Trail realignment.	TBD	$6.5M** (includes $1.5M from OBAG 3)

*North Bay Augmentation grants to be programmed as part of County Program call for projects.

**This month (see Agenda Item 2c), balances in the OBAG 3 Regional Program are recommended to supplement OBAG 4 Regional Program activities, including the Transit Priority and Active Transportation and Regional Trails programs.

Date: January 28, 2026
W.I.: 1512
Referred By: Commission
Revised: 02/25/26-C 10/28/26-C

ABSTRACT

Resolution No. 4740, Revised

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

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

The resolution includes the following attachments:

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

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

On February 25, 2026, Attachments A, B-1, and B-2 were revised to incorporate additional policies, program $41,000,000 in County Program funds to MTC for base planning and implementation activities by various County Transportation Agencies (CTAs), and program $40,000,000 in Regional Program funds to MTC for planning and implementation activities.

On October 28, 2026, Attachment B-1 was revised to reflect the approval of the OBAG 4 Regional Program, including refined program categories and funding amounts, and to change the fund source from STP/CMAQ to MTC Exchange for $400,000 of funding previously programmed to the CARE Participatory Budgeting and Implementation (PBI) program.

Further discussion of the project selection and programming policy is contained in memorandums to the Metropolitan Transportation Commission dated January 28, 2026 and the Programming and Allocations Committee dated February 11, 2026 and October 14, 2026.

Date: January 28, 2026
W.I.: 1512

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4740

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

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

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

MTC Res. No. 4740 Attachment B-1
Adopted: 01/28/26-C
Revised: 02/25/26-C 04/22/26-C 10/28/26-C

OBAG 4 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 4 REGIONAL PROGRAMS		**$352,000,000**	**$8,000,000**
1. Community Investments			
TOC/PDA Planning Grants			
TOC/PDA Planning Grants Balance (Revised)	**TBD**	**$20,000,000**	
Housing Technical Assistance and Collaboration			
Housing Technical Assistance and Collaboration Balance (Revised)	**TBD**	**$10,000,000**	
Station Access and Parking Management			
Station Access and Parking Management Balance (Revised)	**TBD**	**$16,000,000**	
Transportation Electrification			
Transportation Electrification Balance (Revised)	**TBD**	**$40,000,000**	
Community Action Resource and Empowerment (CARE)			
CARE Participatory Budgeting and Implementation (PBI) (Revised)	**MTC**	**$2,000,000**	**$8,000,000**
Priority Conservation Area (PCA) Grants			
Priority Conservation Area (PCA) Grants Balance (Revised)	**TBD**	**$8,500,000**	
Resilient SR 37	Caltrans	$6,500,000	
Active Transportation and Regional Trails			
Active Transportation and Regional Trails Balance (Revised)	**TBD**	**$5,000,000**	
TOC Incentive Set-Aside			
TOC Incentive Set-Aside Balance **(Revised)**	**TBD**	$45,000,000	
North Bay Augmentation Set-Aside			
North Bay Augmentation Set-Aside Balance **(Revised)**	**TBD**	$5,000,000	
Planning and Program Implementation*	MTC	$22,000,000	
Community Investments Subtotal		**$180,000,000**	**$8,000,000**
2. Network Performance			
Multimodal Corridor Capital			
Resilient SR 37	Caltrans	$5,107,000	
Multimodal Corridor Capital Balance (Revised)	**TBD**	**$28,893,000**	
Multimodal Corridor Operations			
Multimodal Corridor Operations Balance (Revised)	**TBD**	**$15,000,000**	
Multimodal Corridor Planning			
Multimodal Corridor Planning Balance (Revised)	**TBD**	**$5,000,000**	
Transit Transformation: Fare Coordination/Integration			
Transit Transformation: Fare Coordination/Integration Balance (Revised)	**TBD**	**$18,000,000**	
Transit Transformation: Mapping and Wayfinding			
Transit Transformation: Mapping and Wayfinding Balance (Revised)	**TBD**	**$19,000,000**	
Transit Transformation: Transit Priority			
Transit Transformation: Transit Priority Balance (Revised)	**TBD**	**$6,000,000**	
Regional Bikeshare			
Regional Bikeshare Balance (Revised)	**TBD**	**$6,000,000**	
Planning and Program Implementation*	MTC	$12,000,000	
Network Performance Subtotal		**$115,000,000**	**$0**
3. Shared Information & Services			
Pavement Technical Assistance and Management Programs (PTAP/PMS)			
Pavement Technical Assistance Program (PTAP)	MTC	$1,000,000	
Pavement Management Program (PMP)	MTC	$1,000,000	
Pavement Technical Assistance and Management Programs (PTAP/PMS) (Revised)	**MTC**	**$10,000,000**	
Regional Safety/Vision Zero			
Regional Safety/Vision Zero (Revised)	**MTC**	**$3,000,000**	
511 Traveler Information			
511 Traveler Information (Revised)	**MTC**	**$12,000,000**	
Doorway Housing Portal			
Doorway Housing Portal (Revised)	**MTC/BAHFA**	**$5,000,000**	
Transit Transformation: Paratransit Booking &Mobility Management Balance (Revised)			
Transit Transformation: Paratransit Booking & Mobility Management Balance (Revise	**TBD**	**$5,000,000**	
Regional Transportation Demand Management (TDM)			
Regional Transportation Demand Management (TDM) Balance (Revised)	**TBD**	**$11,000,000**	
Bike to Wherever Day (BTWD) and Spare the Air Youth (STAY)			
Bike to Wherever Day (BTWD) and Spare the Air Youth (STAY) (Revised)	**MTC**	**$3,000,000**	
Planning and Program Implementation*	MTC	$6,000,000	
Shared Information & Services Subtotal		**$57,000,000**	**$0**

OBAG 4 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 4 REGIONAL PROGRAMS		$352,000,000	$8,000,000
OBAG 4 REGIONAL PROGRAMS	TOTAL:	$352,000,000	$8,000,000

One Bay Area Grant (OBAG 4)
Regional Program Overview

Programming and Allocations Committee

10/14/26

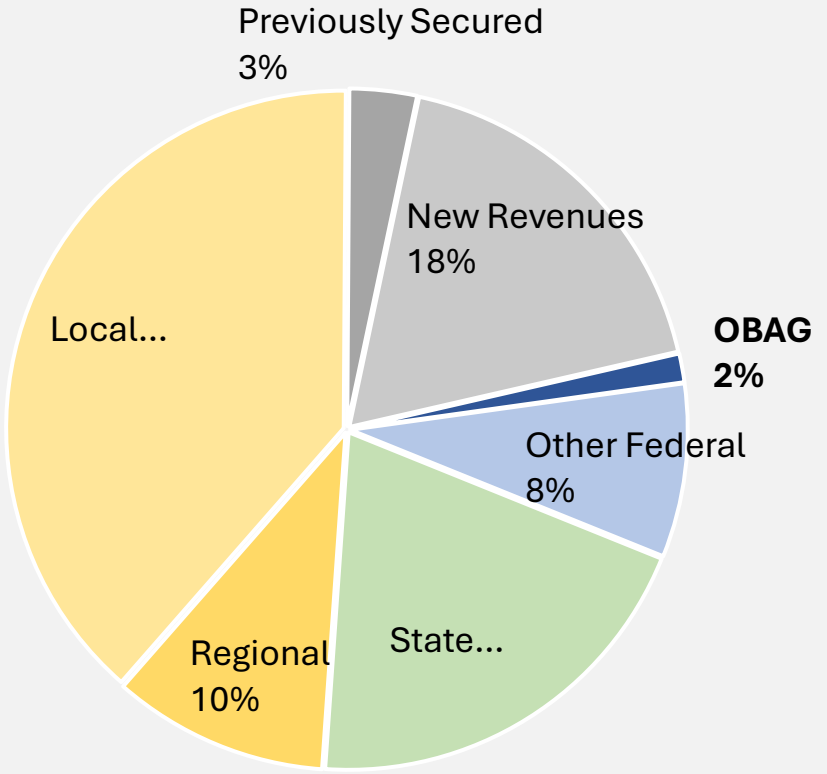
One Bay Area Grant (OBAG 4) Funding

OBAG Funding Sources

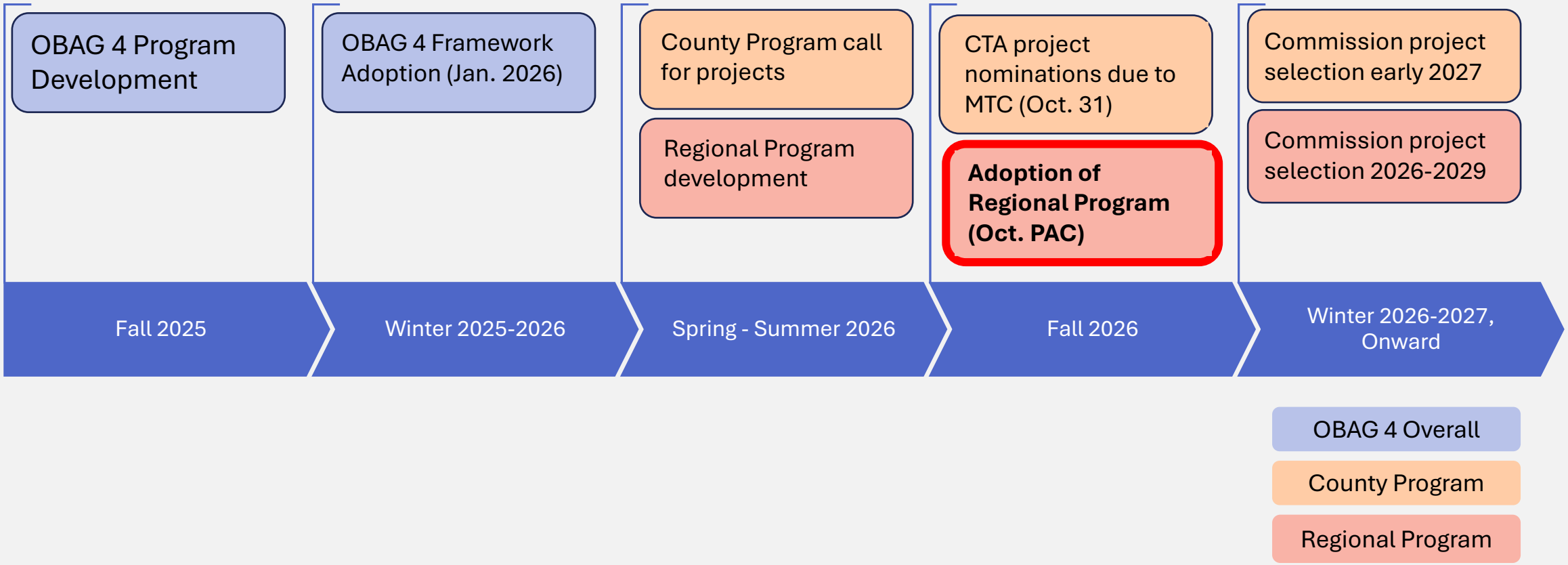
- Federal highway formula programs (STP/CMAQ)
- MTC responsible for project selection
- Broad eligibility for transportation plans, projects, and programs
- OBAG 4 provides $820M over 4 years (2027-30)
  - $100M to SB125 Transit
  - $360M to County Program
  - $360M to Regional Program

Transportation Funding Context

Plan Bay Area 2050+ transportation revenue estimates, in billions



OBAG 4 Program Status



How Regional and County Programs Work Together

County Program

- Deliver local priority projects with **flexible funding**
- Partnership with County Transportation Agencies to **align PBA50+ goals** with local needs
- Provides **effective incentives** for progress on shared goals



Complementary program structures

Unified strategy

Regional Program

- Address **shared challenges** through impact at scale
- Offer **targeted local grants** to complement county investments to accelerate PBA50+ implementation
- Support **seamless travel experience**

Regional Investment Framework

Program Category	Focus	OBAG 4 Amount
Community Investments	Place-based local implementation with regionwide scale and technical support	$188M
Network Performance	Improving multimodal corridors, transit transformation, and system reliability	$115M
Shared Information & Services	Shared tools, services, and information provided regionwide for improved efficiency and access	$57M
	Total	**$360M**

Project Selection Approaches

Selection Approach	Sample Programs	Engagement
Competitive Grants *Coordinated Calls for Projects*	• TOC/PDA Planning • Transportation Electrification • Station Access & Parking Management	Guidelines developed with CTAs, transit operators & local agencies
Collaborative and Performance-Driven	• Multimodal Corridors • Fare Coordination • Mapping & Wayfinding • Regional TDM	Coordination and partnership with CTAs, Caltrans, and transit operators
N/A *(Shared Services)*	• 511 Traveler Info • Doorway Housing Program	Ongoing stakeholder input

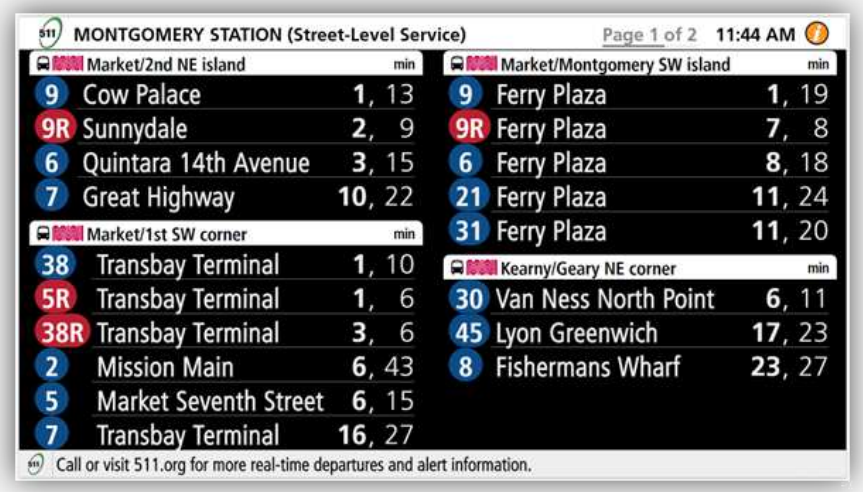
Look Ahead: Collaborative and Performance Driven Programs

Travel Demand Management (TDM)

- Fall 2026 – Launch the development of the **Regional TDM Roadmap** and establish a CTA-MTC co-management structure

Regional Safety/Vision Zero

- Fall 2026 – PAC update, including current priorities and plan for **scaling safety implementation** through the OBAG 4 Regional Program
- Fall/Winter 2026 – Select **quick-build projects** for the Safe Roads and Streets for All (SS4A) federal grant (supplemented by OBAG)





Look Ahead: Collaborative and Performance Driven Programs

Transit Priority

- Fall 2026 – Outreach on the draft **Transit Priority Network**, which will inform future BusAID funding opportunities

Multimodal Corridors

- Early 2027 – Engage with partners to **identify corridor priorities**, refine planning and operational needs, and explore opportunities for joint project development and co-management



Competitive Grants: Calls for Projects

Goal: Improve transparency, coordination, and predictability of OBAG 4 Regional Program funding opportunities.

Planned Improvements

- Enhance **MTC web resources** and funding opportunity information
- Regular updates on funding opportunities and guidelines development through **partner working groups**
- Strengthen **internal coordination and advance planning** for project solicitations

*See **Attachment B** for anticipated local grant opportunities and timelines.*



Recommendation

October Committee (This Item)

- Refer Resolution No. 4740 to Commission for approval, which adopts the OBAG 4 Regional Program categories, programs, and funding amounts.

Next Steps:

- Regional Program development, engagement (Fall 2026/Winter 2027)
- Regional Program calls for projects (beginning Early 2027)
- County Program project selection and awards (Early 2027)

Metropolitan Transportation Commission

October 28, 2026 **Agenda Item 9a-26-2147**

Express Lanes Strategic Planning Introduction

Subject:

Overview of Express Lanes Strategic Planning, which involves two complementary express lanes plans.

Background:

In April 2021, this Commission adopted a Regional Express Lanes Strategic Plan that provided steps to move the Express Lanes Network forward and link it to regional strategic goals.

The Regional Express Lanes Network is governed by four operating agencies, including MTC's affiliate, the Bay Area Infrastructure Financing Authority (BAIFA). BAIFA operates 117 miles of the existing 260-lane-mile network and is authorized to build 119 additional lane miles. The other operators are Alameda County Transportation Commissioner, Valley Transportation Authority, and San Mateo County Express Lanes JPA.

Staff will work with regional partners to develop the next Regional Express Lanes Strategic Plan and a BAIFA Express Lanes Plan. Partners for both efforts will include the appropriate county transportation authorities and transit operators, Caltrans, and the California Highway Patrol.

Both plans will cover similar topics although the emphasis will vary between the plans. The general topics include mission, vision and goals, operational improvements, network growth, revenue and funding, and coordination amongst partners.

The purpose of the BAIFA Express Lanes Plan is to develop a work plan specifically for maturing and sustaining the BAIFA operated express lanes network and resource it appropriately through bi-annual adoption of BAIFA's 10-year financial plan. The work plan will address BAIFA's specific responsibilities as an operator, including system performance, asset management, and long-term investment needs.

The purpose of the Regional Express Lanes Strategic Plan is to set guiding principles and priorities to further enhance regional consistency and improve coordination by leveraging successful regional partnerships and prepare for Plan Bay Area 2060 by identifying a future

express lanes network by summer of 2027 for advancement through the Plan Bay Area's Project Performance Assessment.

Next Steps:

Since the BAIFA Express Lanes Plan focuses on the operation and stewardship of the BAIFA express lane network, staff will provide regular updates to the BAIFA Network and Operations Committee beginning in November 2026, with eventual adoption by BAIFA mid-2027. Since the Regional Express Lanes Strategic Plan will establish guiding principles for coordination among the region's express lane operators, staff plans to take regular updates to the Regional Network Management Committee beginning in 2027, with eventual adoption by MTC early-2028.

Issues:

None identified.

Recommendations:

Information

Attachments:

- Attachment A: Presentation

Andrew B. Fremier

Express Lanes Strategic Planning

Metropolitan Transportation Commission

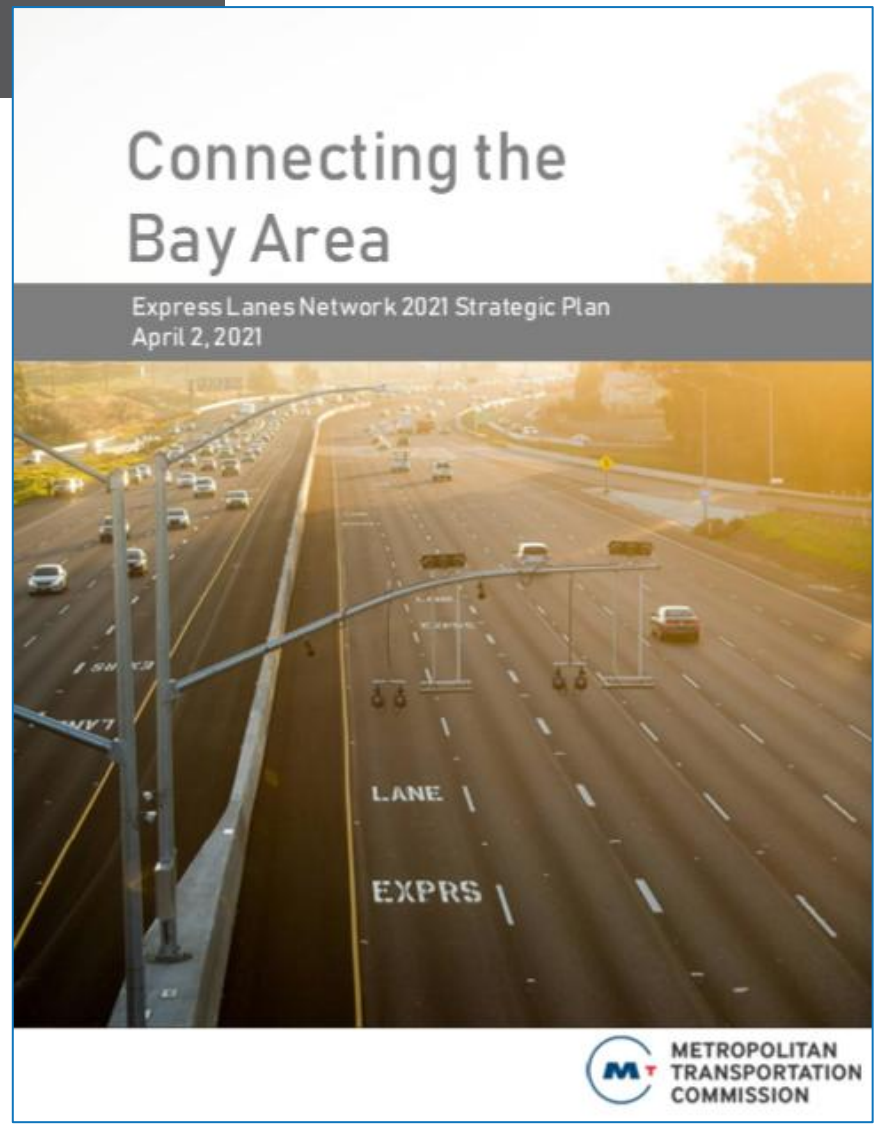
October 28, 2026



Strategic Planning Effort

Why?

- Change in landscape since 2021
- Prepare for Plan Bay Area 2060
- Maturing Operations
- Increasing Collaboration and Regional Consistency



Two-Part Strategic Planning Effort

BAIFA Express Lanes Plan

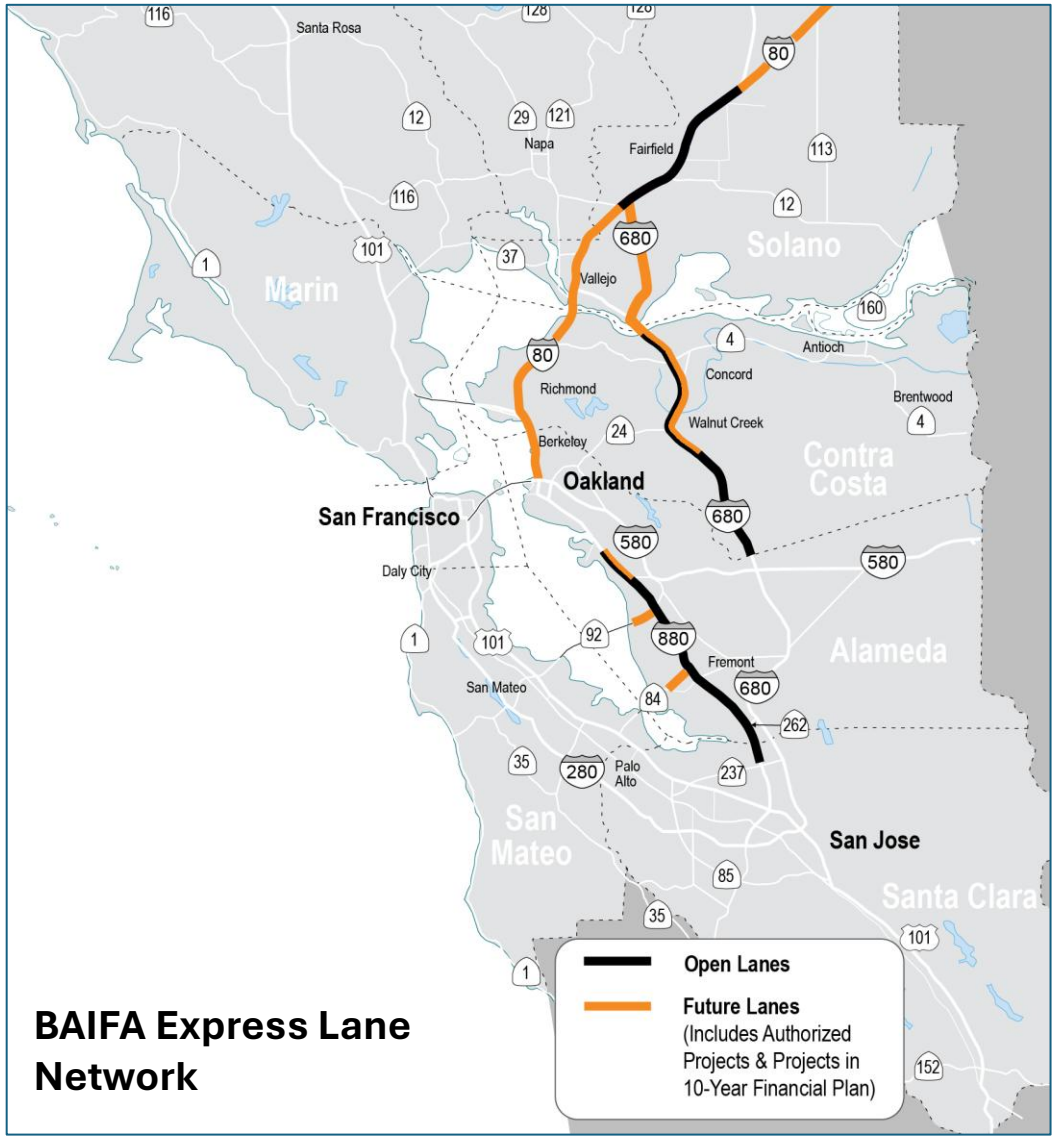
- Updates BAIFA Board's direction for BAIFA operated express lanes including:
  - Lane operations
  - Investment of BAIFA's Express Lanes Revenue
  - Project development priorities

Regional Express Lanes Strategic Plan

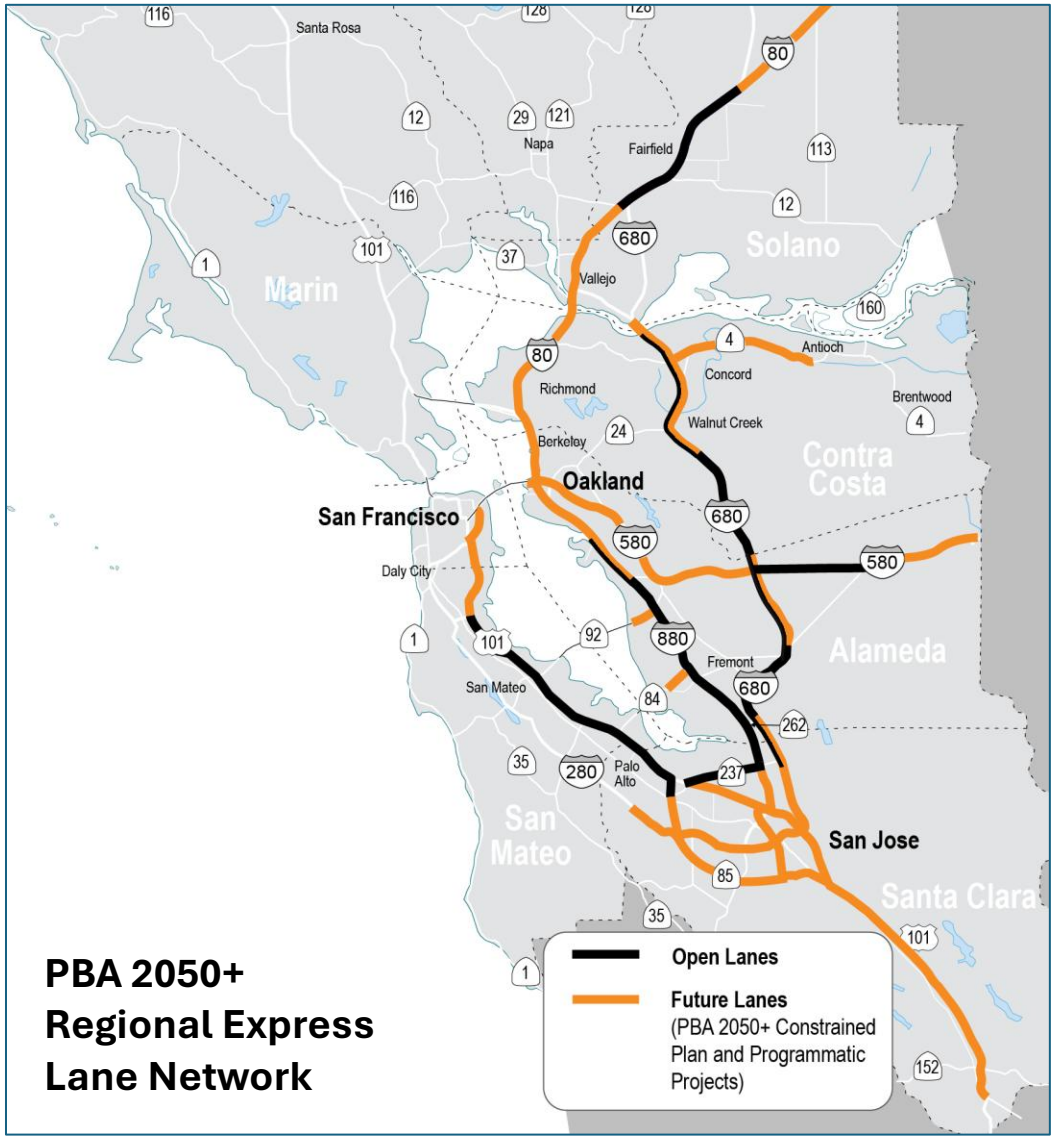
- Sets guiding principles and priorities for coordinating the Bay Area express lane network in today's environment, including:
  - Opportunities for collaboration
  - Enhancing customer experience
  - Network growth
  - Intersections with Plan Bay Area

- Both plans will cover similar topics although the emphasis will vary between plans

BAIFA and Regional Express Lane Networks

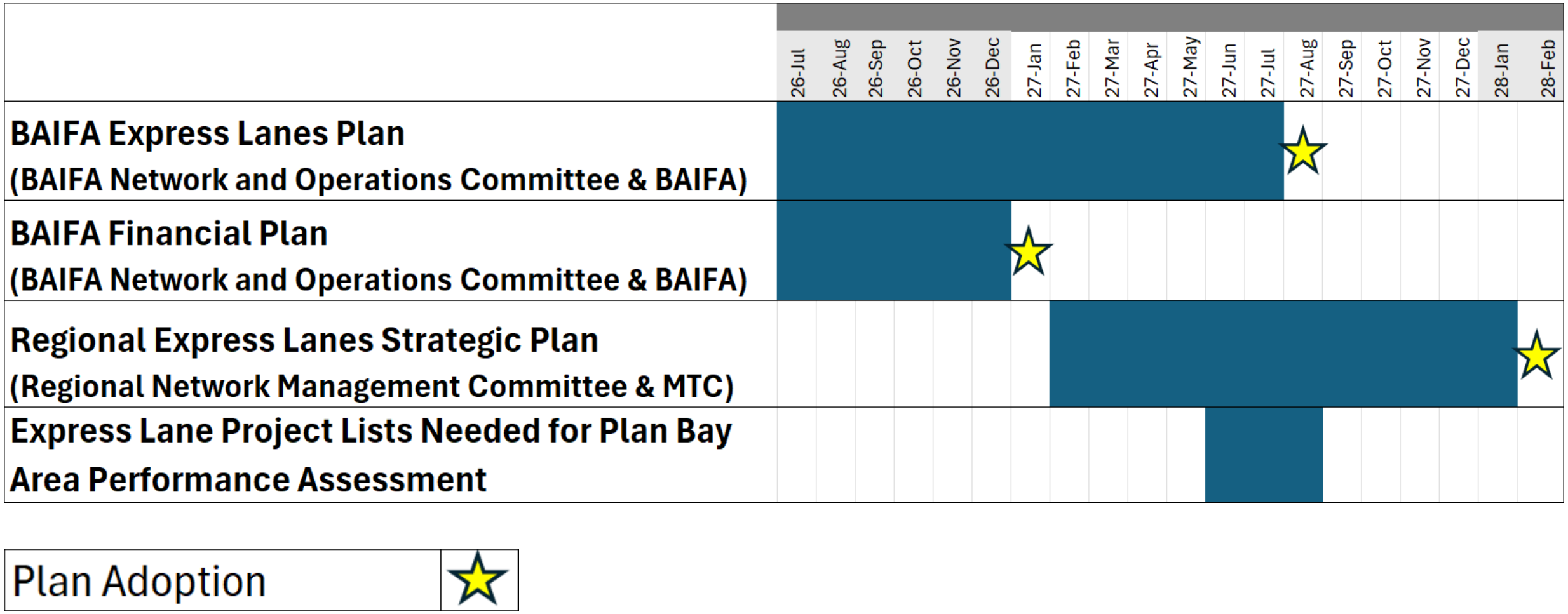


BAIFA Express Lane Network

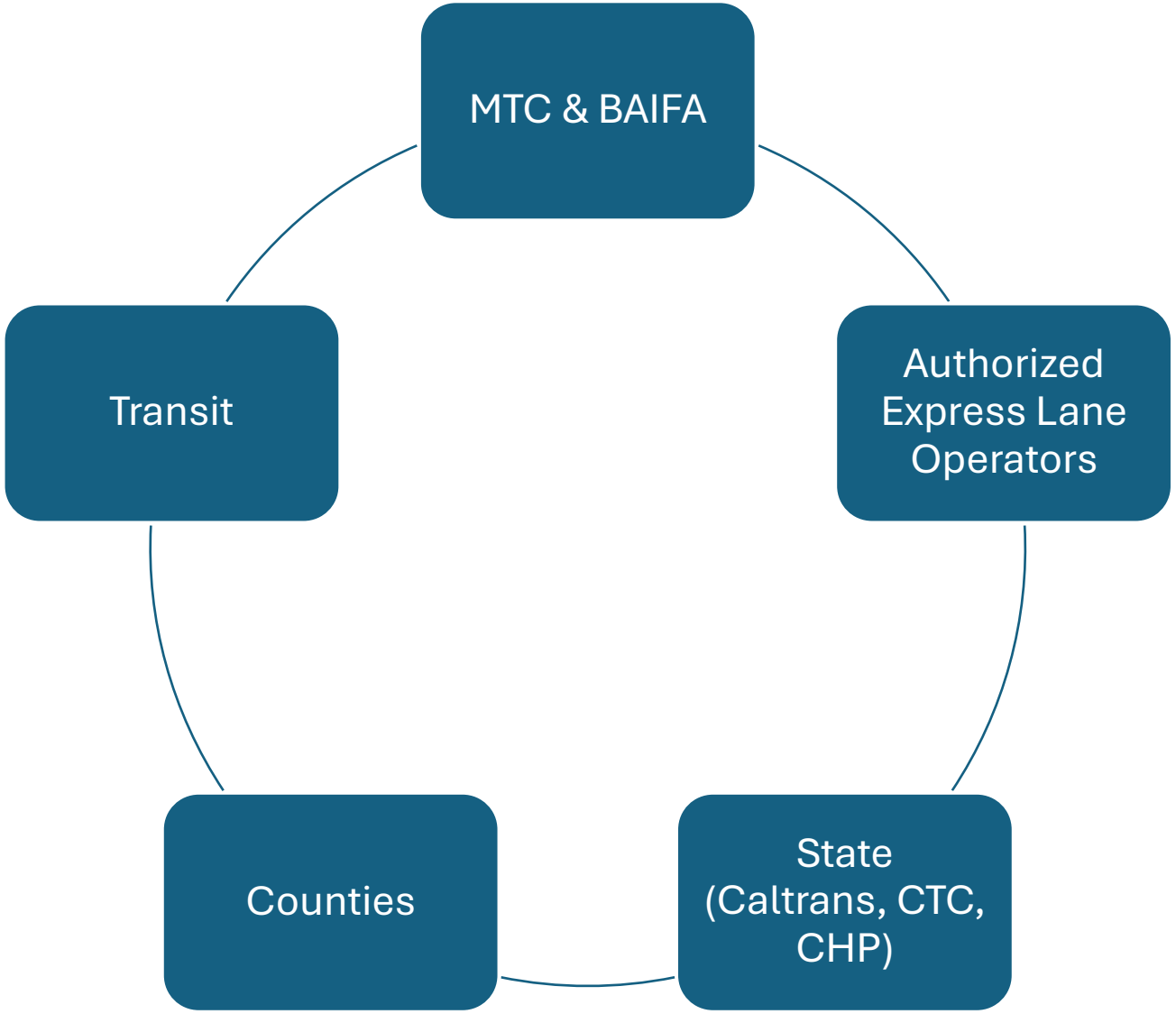


PBA 2050+ Regional Express Lane Network

Schedule


26-Jul
26-Aug
26-Sep
26-Oct
26-Nov
26-Dec
27-Jan
27-Feb
27-Mar
27-Apr
27-May
27-Jun
27-Jul
27-Aug
27-Sep
27-Oct
27-Nov
27-Dec
28-Jan
28-Feb
BAIFA Express Lanes Plan
(BAIFA Network and Operations Committee & BAIFA)
BAIFA Financial Plan
(BAIFA Network and Operations Committee & BAIFA)
Regional Express Lanes Strategic Plan
(Regional Network Management Committee & MTC)
Express Lane Project Lists Needed for Plan Bay Area Performance Assessment
Plan Adoption

Anticipated Stakeholders



Questions



- Existing Lanes
- Constrained Plan
- Programmatic Category

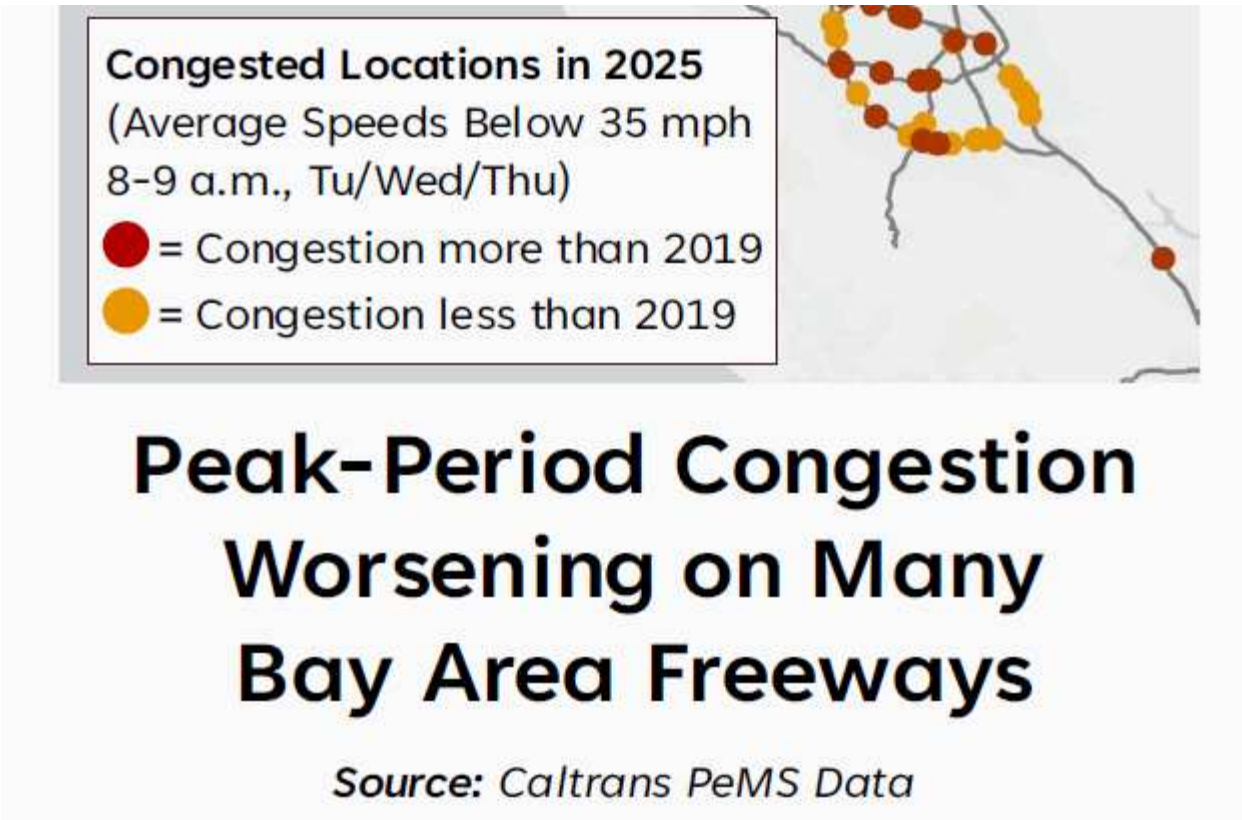
From: Roland Lebrun
Sent: Monday, October 26, 2026 5:23 PM
To: MTC-ABAG Info
Cc: VTA Board Secretary
Subject: Fw: October 28, 2026 MTC Commission Item 9a. Express Lanes Strategic Planning Introduction

External Email

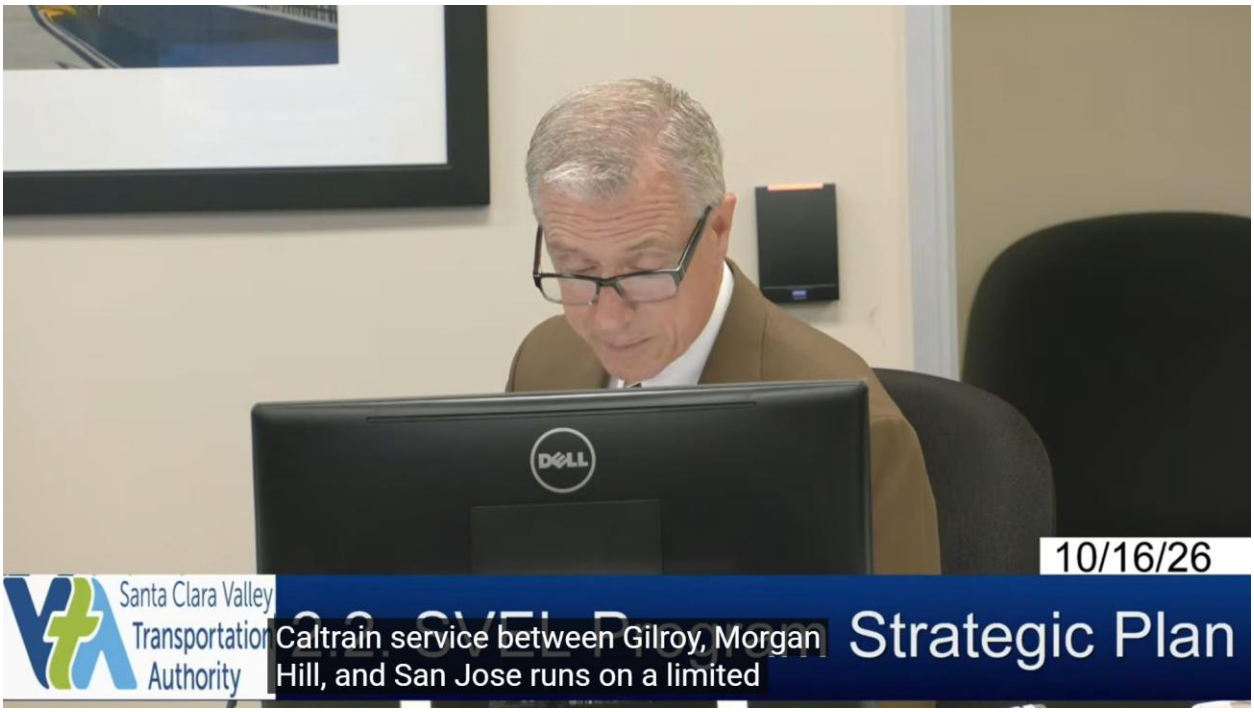
Dear Chair Noack and Commissioners,

Further to Mayors Turner and Bozzo's letter to the October 16 VTA Workshop (attached for your convenience), please consider directing staff to conduct an audit of VTA planners' current prioritization of HOV to Express Lane conversions ahead of the construction of Express Lanes in disadvantaged communities south of San Jose who have been **literally forced out of Santa Clara County because of the lack of affordable housing** .

As an example, it is unclear why VTA is **prioritizing Express Lanes in sections of freeways (slide 28) which are less congested than in 2019** over the 25-mile section of 101 between San Jose and Gilroy which has essentially ground to a halt **because there is still no viable transit alternative** after multiple (2000 and 2016) sales tax measures allegedly intended to address voter's desperate needs followed by decades of neglect.



Morgan Hill Mayor Mark Turner



https://youtu.be/UE8Zw_jCN0?t=8909

Mark Turner 2:08:32

Yes, I do, colleagues. I want to start by telling exactly what I'm going to be asking for today, and then take a few minutes to explain why. And first of all, I want to just bring to your attention the letter that you may have received from both Mayor Bozzo and myself. If you haven't had time to read that, I'd appreciate you taking the time to kind of check that out. When we set the next express lane priority, I'm asking that we put money behind the project that is ready, and that it finishes the network that we've already built. That project, of course is the U.S. 101 Express Lane at SR 85 South through Gilroy.

And let me start with readiness because I think that does matter most. A large part of this corridor is already environmentally cleared. The portion of Phase Seven from 101 at 85 South to Dunn Avenue in Morgan in Morgan Hill is cleared and ready for design, so we're not asking to start from scratch. We're really just asking to finish the job. ***South County has been asking for this for nearly two decades*** *.* ***Back in 2020, Morgan Hill told MTC plainly, our number one and highest priority is expanding Highway 101 with an express lane to Highway 25*** *. We called 101 in South County exactly what it is, and that is the bottleneck. Our ask hasn't changed in all these years, and I'm not asking alone. Morgan Hill and Gilroy are partnered on this. South County cities agree on this, and there's really a simple reason we agree, and that is because we don't have really any other options?* ***Caltrain service between Gilroy, Morgan Hill, and San Jose runs on a limited peak direction schedule. Union Pacific owns those tracks, and it limits how many trains we can add . And quite frankly, if the regional transit measure fails, this could end train service to South County.*** *There is no parallel freeway. There's no light rail. There are no other real options for those of us in South County. We don't have alternative routes, and we don't have light rail options.* ***South County has one road, so when 101 stops, South County stops*** *. I also want to put this in the bigger picture because this isn't a standalone project. It's the missing piece of a system that we've already paid for. Phase four is under construction right now on 85 to the 101 85 interchange, and it opens in 2028. Phase six brings express lanes on 101 down to 85 with construction from 2028 to 2031. But* ***without South County, the whole system dead ends into South San Jose, right where the worst part of the commute begins*** *.* ***We'd be building a network that stops just short of the people who need it most*** *. This is also a practical project with a modest footprint. We're talking about a single express lane in each direction from the end of the Morgan Hill carpool lanes down to 101 State Route 25 interchange, it widens pavements within the existing right of way.* ***It doesn't take anyone's home, and it ties into the 101 25 interchange that we're***

already building *, **which is one of the most congested spots in our area because of growth in South County and San Benito County** , and you'll see those figures in the letter that Mayor Bozzo and I wrote. And **that growth is coming, whether we plan for it or not** . We're all experiencing it. We're all getting to see what that's like. State housing mandates are putting 1000s of new units in South County, including roughly 2,200 builder remedy units, right on the border of Morgan Hill. 14 of the 20 builder remedy projects that Director Arenas mentioned earlier are right on the border of Morgan Hill. An additional 2,200 housing units. **We can build capacity now, or we can manage gridlock later** . Finally, this project gives back express lanes, create a new revenue stream for transportation, including public transit, and quite frankly, bus routes 68 and 568 that run to Gilroy are some of the highest ridership numbers that VTA has.*

Mark Turner 2:12:30

A heavily used corridor with no alternatives is exactly where express lanes earn the most, and that revenue supports the transit every board member here cares about *. So let me close where I started. **South County has done everything this board has asked for. We planned, we've cleared, we've partnered, and we've waited** . Prioritizing one isn't choosing one city over another. It's finishing the network, serving their residents who have no other way to get to work, and putting our money where the project is ready. So I'm asking for your support on that. Thank you.*

In closing, I would like to yield my time to Mayor Mark Turner during public comment if he is available and, if not, I am wondering if it would be possible to replay his address to the VTA Board of Directors: https://youtu.be/UE8Zw_jCN0?t=8909

Thank you for your consideration.

Roland Lebrun

PS. Going back to slide 28, please note the 4 red dots on highway 280 between highway 85 and highway 87 which beg the question **why is the BART extension going to Santa Clara instead of Cupertino?**

From: Matt Morley
Sent: Tuesday, October 13, 2026 8:51 AM
To: VTA Board Secretary
Cc: Ramanujam, Murali; doanh.nguyen; Emoto, Casey; Gonot, Carolyn; Christina Turner; Greg Bozzo; Mark Turner
Subject: [EXTERNAL] South County Express Lanes - VTA Workshop

CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!

VTA Board Members (bcc'd)

This Friday you have the opportunity to participate in a workshop that includes an information item on the Silicon Valley Express Lanes.

Attached you will find a letter from the Mayors of Gilroy and Morgan Hill supporting an increased focus on South County Express Lanes. Our roads are ready for it.

We encourage you to support prioritizing the South County in this program.

Matt Morley | City Administrator
7351 Rosanna Street, Gilroy, CA 95020
Direct 408.846.0250
http://www.cityofgilroy.org

Public Comment

CITY OF MORGAN HILL

CITY OF gilroy CALIFORNIA
A community with a spice for life

October 9, 2026

The Honorable Sergio Lopez, Chairperson
Members of the Board of Directors
Santa Clara Valley Transportation Authority
3331 North First Street
San José, CA 95134

RE: October 16 Board Workshop — Request to Prioritize US 101 South County Express Lanes

Dear Chairperson Lopez and Members of the Board:

We write jointly, on behalf of the Cities of Gilroy and Morgan Hill, to ask the Board to use the October 16 workshop to advance US 101 South County express lanes in the Silicon Valley Express Lanes (SVEL) delivery sequence, and to pull the segments south of Dunne Avenue out of the post-2035 horizon.

The timing matters. The Board deferred the SVEL Strategic Plan on June 4 and the item has not returned, so this workshop is the Board's opportunity to set the sequence before adoption fixes it for a decade. South County has waited through three completed phases. We are asking to be in the fourth conversation, not the eleventh.

Geographic equity: South County has never had an express lane

VTA has opened three phases of express lanes since 2012, and none are in South County. US 101's HOV lanes terminate at Cochrane Road, so there is no managed lane of any kind across the roughly 18 miles from there to the San Benito County line — on a facility carrying more than 120,000 vehicles a day. Under the current plan, everything south of Dunne Avenue waits until after 2035, more than two decades after the program's first lane opened. Gilroy and Morgan Hill pay the same countywide sales tax rate as every other city in Santa Clara County, into the same Measure A and Measure B programs.

Phase 7 is ready now. It is environmentally cleared for dual express lanes from SR 85 to Cochrane Road and a single express lane from Cochrane to Dunne Avenue, and the plan's own 2027 action is to conduct the access configuration analysis. Nothing about it is contingent, and no jurisdiction opposes it. We ask the Board to fund its design and move its construction date forward.

We also want to be precise about what Phase 7 does and does not do. As scoped, it ends at Dunne Avenue in Morgan Hill. It does not reach San Martin or Gilroy — the communities carrying the fastest growth, the failing segments, and every one of South County's equity-designated tracts. Phase 7 is the right next step. It is not the project. The project is the corridor, from SR 85 to the San Benito County line, and we ask the Board to treat it as one.

Public Comment

South County is absorbing the county's growth

Over the last fifteen years, Gilroy and Morgan Hill grew faster than any other city in Santa Clara County.

Jurisdiction	2010 Census	2025 estimate	Change
Gilroy	48,821	60,764	+24.5%
Morgan Hill	37,882	45,625	+20.4%
San José	945,942	989,814	+4.6%
Santa Clara County	1,781,642	1,914,391	+7.5%

Source: U.S. Census Bureau, 2010 Decennial Census and Vintage 2025 Population Estimates.

We have delivered the housing behind that growth, under Housing Elements certified by the State in both cities. Growth is not a forecast in South County; it has already occurred, and the roadway carrying it has not changed.

Our residents commute north because the jobs are north

South County is housing-rich and jobs-poor: Gilroy has roughly 18,100 jobs for 29,600 employed residents, Morgan Hill 18,600 for 23,300. Mean travel time to work is 33.3 minutes in Gilroy and 33.5 in Morgan Hill against 26.2 countywide — about 60 additional hours per worker each year — and 70.5% of Gilroy workers drive alone to do it.

VTA's own 2025 Congestion Management Program Monitoring Report shows where that time goes. Northbound US 101 operates at Level of Service F in the AM peak at SR 25, Masten Avenue, the Gilroy CHP inspection facility, and San Martin Avenue; southbound at LOS F in the PM peak at 10th Street and Monterey Road in Gilroy and at Tennant, Dunne, and Cochrane in Morgan Hill. Each of these segments is listed as *non-exempt* — they were not failing when monitoring began in 1991. This is congestion South County has acquired, not congestion it inherited.

Socio-economic equity: who drives US 101

VTA has already adopted the standard that measures socio-economic equity. Under the Equity Priority Community framework, VTA applies its own Equitable VMT Mitigation Program. Five census tracts in Gilroy qualify, representing five of the 63 Equity Priority Communities in all of Santa Clara County, in a city holding about 3% of the county's population. Three Gilroy-area tracts are also State-designated disadvantaged communities under SB 535, one in the 93rd percentile statewide. Gilroy is 58.9% Hispanic or Latino, against 24.9% countywide.

These are the residents who drive US 101 north every morning, because there is no train that runs when they work. Eight weekday trains serve Gilroy, San Martin, and Morgan Hill — four round trips, peak-direction only, with no midday, reverse-peak, or weekend service. Our local buses run hourly, and we have no light rail. State transit-oriented development law does not reach us either: SB 79 keys its upzoning tiers to service frequency, at 48 trains per day for Tier 2, and Gilroy and Morgan Hill have eight.

The Strategic Plan takes equity seriously, but every measure it proposes is a toll-affordability program, with discounts for lower-income drivers once a lane exists. Those programs are worth building. They are not the same as deciding where the lane goes. We are asking that the part of this county VTA's own equity framework identifies not be the last one in a ten-year sequence.

Public Comment

US 101 through South County is a regional gateway

The traffic our cities absorb is not all ours. US 101 carries approximately 58,000 vehicles per day at the San Benito County line and 80,000 immediately north of SR 25 — 22,000 more at a single junction. San Benito County has grown more than 20% since 2015, and roughly 54% of its residents work outside the county. SR 152 adds interregional freight: nearly 16% of its 38,000 daily vehicles at the Pacheco Creek Bridge are trucks, and it lands on US 101 in Gilroy as the principal Bay Area connector to I-5.

VTA is already investing to move more of that traffic onto US 101. The US 101/SR 25 Interchange Phase 1 project — $136 million in 2016 Measure B and SB 1 funds, in construction now and due for completion in 2028 — replaces the two-lane SR 25 overcrossing with a four-lane structure and lengthens the southbound US 101 off-ramp, and Caltrans and the Council of San Benito County Governments are separately advancing a 10.2-mile widening of SR 25 between Hollister and Gilroy. These projects will deliver more vehicles, more reliably, onto the stretch of US 101 that VTA's own monitoring shows already failing. We support the interchange. We are asking the Board to account for the additional impact this interchange will create on US 101.

The need is already on VTA's own record. When the Technical Advisory Committee reviewed this plan on May 13, your June 4 memorandum records its members raising "the need for additional lane in South County including plans through Gilroy to SR 25" and noting that "the current capacity of the US 101 is limited, leading to traffic diversion onto parallel County roads." Morgan Hill has measured that diversion: its 2019 Roadway Regional Cut-Through Analysis found that approximately 31% of AM peak northbound and 39% of PM peak southbound commute traffic on city streets had no origin or destination in Morgan Hill.

Induced demand: the plan already answers this for the cleared segment

We expect the induced-demand objection, and the Strategic Plan answers it for the segment we are asking the Board to accelerate. The plan states that the mid-term corridors "have completed CEQA/NEPA environmental processes and are exempt from induced demand analyses and VMT mitigation." US 101 is cleared from SR 85 to Dunne Avenue, so Phase 7 sits squarely within that exemption. Whatever the Board concludes about induced demand generally, it does not apply to the project we are asking the Board to advance.

The segments south of Dunne Avenue are different, and that is the problem. Because they are not cleared, the plan assigns them beyond 2035, where it acknowledges that VMT mitigation "could double a project's cost." Gilroy receives no express lane until after 2035, at a price inflated by the delay. Deferring environmental work does not avoid the mitigation obligation; it raises the cost of meeting it. And State housing law requires our cities to approve housing at volumes we cannot reduce because a highway is congested, so that growth arrives whether or not US 101 is improved. Withholding capacity does not suppress the trips. It determines only whether they occur in a managed lane or in general-purpose lanes at LOS F and on Monterey Road.

This does not require new money

We are not asking the Board to find new revenue. Section 149.6 of the Streets and Highways Code requires that excess toll revenue be reinvested in the corridor that generates it, and the Strategic Plan treats US 101 and SR 85 as a single corridor. Phases 5 and 6 — $672 million investment on that same corridor — begin tolling in 2030 and 2031, with projected gross revenues of approximately $1.7 billion and $1.3 billion over thirty years. That revenue is already dedicated by statute to the corridor South County sits on. 2016

Public Comment

Measure B's Highway Interchanges program separately lists "US 101 Improvements in Gilroy" among its candidate projects. What we ask is that the Board direct staff to identify the funding path for the South County segments now, as part of the Project Initiation Document, rather than leaving the question to 2035.

Requested Board direction on October 16

1. **Treat South County as one corridor.** Direct that the US 101 South County Project Initiation Document evaluate the corridor as a whole from SR 85 to the San Benito County line — including the additional demand the US 101/SR 25 interchange and the SR 25 widening will deliver to it — and reclassify the three segments from Dunne Avenue to SR 25, estimated in the plan at $177 million, $132 million, and $91 million, from long-term to mid-term.
2. **Advance Phase 7 now.** Accelerate the design funding milestone for US 101 Phase 7 from 2031 into the near-term period and bring its construction completion forward from 2035.
3. **Fund it from the corridor that generates it.** Direct staff to identify a funding path for the South County segments from US 101/SR 85 corridor toll revenue under Section 149.6, and to report that path to the Board with the Project Initiation Document in spring 2027.

Gilroy and Morgan Hill have grown faster than any other cities in this county, produced the housing the State required of us, and absorbed the interregional traffic of two neighboring counties and a statewide freight corridor — on eight trains a day and hourly buses. We are asking now for the one project that is already cleared, already studied, and already ours. Thank you for your consideration.

Respectfully,

Mark Turner
Mayor, City of Morgan Hill
Member, VTA Board of Directors

Greg Bozzo
Mayor, City of Gilroy
Alternate, VTA Board of Directors

Public Comment

cc:

Carolyn Gonot, General Manager and CEO, VTA
Casey Emoto, Chief Engineering and Program Delivery Officer, VTA
Gilroy and Morgan Hill City Councils
Caltrans District 4

From: NextMove Metrics
Sent: Thursday, October 15, 2026 1:23 PM
To: VTA Board Secretary
Subject: [EXTERNAL] Public Comment - October 16 VTA Board Workshop | Highway 101 Congestion in Morgan Hill

---

Dear VTA Board of Directors,

I am writing on behalf of NextMove Metrics, a local research business working with the Morgan Hill Chamber of Commerce to better understand the needs of residents and businesses.

I encourage VTA to prioritize Highway 101 congestion management and travel reliability for Morgan Hill and South Santa Clara County. Reliable access along this corridor matters to commuters, local businesses, and residents traveling throughout the region. Please keep South County's needs visible in future transportation planning and investment decisions.

Through our upcoming November Ask Morgan Hill survey, we plan to gather community feedback on Highway 101 travel patterns, delays, and effects on daily trips and local business visitation. We would be glad to share the resulting insights with VTA as they become available.

Thank you for considering this comment for the October 16 Board workshop.

Sincerely,

Jack

NextMove Metrics LLC

Public Comment

Johnathan, Thank you for presenting to our September Economic Development / Government Relations Committee regarding the VTA Highway 101 preliminary project evaluation, targeted for completion in spring 2027.

On behalf of the Morgan Hill Chamber of Commerce, we are extremely interested in helping address current congestion management bottlenecks along the Highway 101 corridor. We value the opportunity to continue working together by sharing information relevant to our members' concerns and identifying potential opportunities as the preliminary project evaluation team progresses through the research and discovery phase.

Sincerely, Nick Gaich

CEO-President Morgan Hill Chamber of Commerce

Public Comment

From: Roland Lebrun [redacted]
Sent: Sunday, October 25, 2026 11:08 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Cc: Caltrain Board <board@caltrain.com>; VTA Board Secretary <board.secretary@vta.org>; citycouncil@morganhill.ca.gov; Kim.Mancera@cityofgilroy.org; Christina Watson <christina@tamcmonterey.org>; Caltrain CAC Secretary <cacsecretary@caltrain.com>
Subject: October 28 MTC Commission Item 12 Business Case for MTC Jurisdictional Takeover and Capital Delivery of the Caltrain Lick-to-Gilroy Capacity Expansion Corridor

External Email

TO: Sue Noack, Chair

Metropolitan Transportation Commission (MTC)

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

RE: Business Case for MTC Jurisdictional Takeover and Capital Delivery of the Caltrain Lick-to-Gilroy Capacity Expansion Corridor

Dear Chair Noack,

On behalf of the transit users, employers, and gridlocked commuters of the South Bay corridor, I hereby formally submit the enclosed Business Case respectfully requesting that the Metropolitan Transportation Commission (MTC) consider **immediately asserting direct jurisdictional authority over the 25-mile railway corridor between Tamien (Lick) and Gilroy.**

The State Route 101 corridor through South San Jose, Morgan Hill, and Gilroy is facing a severe, multi-decade transportation crisis—a structural "Carmageddon." Resolving this gridlock requires upgrading this line to support a minimum of **20 daily passenger round trips** operated on a completely blended, zero-impact alignment parallel to Union Pacific Railroad (UPRR) freight infrastructure.

Thirty-five years of local delivery attempts prove that **the Santa Clara Valley Transportation Authority (VTA) is structurally incapable of executing this expansion**. As detailed in the attached forensic timeline, this systemic failure began in **1991**, when **VTA allowed a binding $12 million contract option to fully acquire half of the physical right-of-way to lapse**. In the decades that followed, local capital accounts were repeatedly cannibalized—including a validated practice flagged by independent auditors where a flat **18.46% of all local transit operating costs** was siphoned out of capital project accounts **without mathematical or ballot-based justification** to cover general county operating

deficits. Local initiatives completely collapsed in 2011 when VTA indefinitely suspended physical grading contracts.

Today, **VTA's remaining 2000 Measure A funds are entirely locked up to cover multi-billion-dollar cost overruns on the BART Phase II extension**. The local agency has completely retreated from heavy civil track delivery down to Gilroy, pivoting instead to purchasing Battery Electric Multiple Units (BEMUs) that satisfy ballot language on paper but lay down **zero inches of new track infrastructure**.

The corridor is now trapped in an indefinite holding pattern under the California High-Speed Rail Authority's blended system plan. Because the state treats Gilroy as a future high-speed node rather than an immediate, high-capacity regional commuter trunk line, South Bay commuters remain stuck in traffic.

MTC possesses the independent financial insulation, the state-mandated regional authority, and the institutional leverage required to break the impasse with Union Pacific. I respectfully urge you to consider establishing a dedicated MTC Corridor Delivery Team, claiming the historical design files as well as all communications with Union Pacific and **executing a regional capacity buyout that finally untangles this vital Bay Area corridor.**

Respectfully presented for your consideration,

Roland Lebrun

Attachments

- Comprehensive Forensic Timeline (1991–2011)
- Forensic Capital Data and Financial Variances
- Step-by-Step Action Plan for MTC Takeover
- MTC Formal Board Resolution Template
- Comparative Analysis of Successful Regional Rail Takeovers
- Legal Summary

Comprehensive Forensic Timeline (1991–2011)

This timeline establishes the exact history of the corridor, documenting the shift from local ownership opportunities to total capital starvation and contract suspension:

- **1991 – The Lapsed Right-of-Way Option:** Under Section 4.4 of the Real Property Ownership Agreement (RPOA), the Peninsula Corridor Joint Powers Board (JPB) secured passenger trackage rights from Lick to Gilroy for $8 million, splitting the cost evenly between state Prop 116 bonds and VTA. Built into this framework was an exclusive **"Local Option Property" clause** allowing VTA to acquire full, joint-common title to **one-half of the physical 25-mile Lick-to-Gilroy rail line** for a gross price of $20 million. Factoring in an $8 million credit for the initial trackage rights fee, **VTA held a legally binding option to secure half the alignment for a net cash outlay of exactly $12 million**. VTA failed to execute this option due to an inability to negotiate a joint-use freight operating framework with Southern Pacific (UPRR's predecessor), cementing its status as a permanent tenant rather than a corridor owner.
- **November 2000 – Measure A Voter Mandate:** Santa Clara County voters approved Measure A, a 30-year, half-cent sales tax. The ballot explicitly mandated **"Improving Caltrain by double-tracking to Gilroy and electrifying from Palo Alto to Gilroy"**, providing VTA with a dedicated local funding stream to resolve the UPRR bottleneck.
- **December 2004 – The $47 Million Master Agreement:** Led by VTA Board Chairman Don Gage, VTA finalized a Master Agreement with UPRR. VTA paid **$47 million** to secure the contractual pathway for **up to 10 total passenger round trips** by 2010. However, UPRR conditioned the activation of the five *additional* train slots on VTA physically constructing dedicated passing tracks and grade-separated crossings at its own expense.
- **June 2006 – The First Revenue Deficit:** The Independent Auditor's Report for FY 2006 revealed that reduced taxable sales receipts had created a **substantial deficit** in the 30-year Measure A Revenue and Expenditure Plan. Simultaneously, the audit uncovered that out of $112.1 million in total Measure A project contributions, **$86.6 million (over 77%) was diverted straight to the Silicon Valley Rapid Transit (BART) extension**, while the Caltrain South County double-tracking project received $0 in direct capital assignments.
- **June 2007 – Peak Design Baseline:** Engineering design expenditures for "Caltrain South County" reached a single-year high of **$1.821 million**, pushing cumulative spending to $2.920 million. Phase 1 (8.3 miles from Coyote to San Martin) hit the **65% Design phase**, and Phase 2 (8.2 miles from San Martin to Gilroy) officially commenced Preliminary Engineering.

- **June 2008 – The 89% Capital Starvation and Operating Siphon:** Macias Gini & O'Connell LLP (MGO) filed an independent compliance report documenting the arrival of the Great Recession. Measure A sales tax collections collapsed, generating an immediate **$10.77 million single-year deficit**. In response, VTA starved the Gilroy line: out of an authorized final budget of **$17.925 million** for Caltrain South County, VTA spent just **$2.046 million**—leaving an unspent capital variance of **$15.879 million (89%) sitting on the table**. Concurrently, auditors issued a red flag warning that VTA was siphoning **$29.63 million** out of Measure A accounts using an unvalidated flat rate of **18.46% of all VTA Transit operating costs**, with staff completely unable to explain how this flat charge related to expanded ballot services.
- **December 2008 – Official Budget De-Obligation of Phase 2:** As local sales tax revenues plummeted by **$42.27 million** in a single cycle, VTA dealt a severe blow to the corridor. The FY 2009 project summary officially recorded that while Preliminary Engineering for Phase 2 (San Martin to Gilroy) was complete, **"the project budget identified for Phase 2 has been de-obligated pending analysis of future ridership forecasts,"** indefinitely freezing the southern half of the expansion. VTA spent just $2.023 million of its $67.94 million remaining Caltrain upgrade appropriations, **withholding 97% of authorized construction funds** to maintain agency-wide liquidity.
- **December 2009 – The Fiber Optic Bottleneck:** Under pressure from South County leaders, VTA awarded a physical grading contract for the northern Phase 1 segment (8.3 miles). However, physical construction was immediately blocked from commencing due to a multi-mile **fiber optic cable relocation delay** and UPRR's refusal to grant final structural track approvals. VTA spent $5.75 million, focused strictly on utility clearing.
- **December 2010 – Supervisor Gage Terms Out:** Supervisor Don Gage termed out of office. Concurrently, VTA formally established a new capital code—"Caltrain Electrification / High Speed Rail"—expending an initial $250,000. The project description officially shifted delivery liability away from local funding, stating that local upgrades would now occur strictly **"in conjunction with the California High Speed Rail Project,"** signaling VTA's exit from independent civil construction.
- **June 2011 – Indefinite Project Suspension:** The FY 2011 compliance report recorded the total shutdown of the independent local project. VTA officially placed the Phase 1 grading contract on **temporary suspension**, stating that the scope was frozen due to *"recent uncertainties in the Caltrain program and the upcoming*

> *release of the High Speed Train (HST) environmental document."* VTA walked away from the corridor after spending a cumulative historical total of **$16.69 million** over eleven years—while the BART extension program had swallowed **$658.47 million (39 times more capital)**.

Forensic Capital Data and Financial Variances

The financial metrics below, pulled directly from independent compliance audits, provide the quantitative proof of local capital starvation that should be appended to the MTC submission:

Table 1: Single-Year Capital Expenditure Shortfalls (Caltrain South County)

This table demonstrates that even when the local board appropriated funds to build out the Gilroy alignment, the funds were systematically withheld to offset broader agency shortfalls:

- **FY 2008 South County Budget:** $17,925,000 | **Actual Spent:** $2,046,000 | **Unspent Local Capital Variance: +$15,879,000 (88.7% Starvation)**
- **FY 2009 Caltrain Track Upgrades Budget:** $67,942,000 | **Actual Spent:** $2,023,000 | **Unspent Local Capital Variance: +$65,919,000 (97.0% Starvation)**
- **Two-Year Combined Local Capital Withholding: $81,798,000**

Table 2: The Mega-Project Funding Imbalance (Cumulative Inception-to-Date)

This comparison underscores that county-level management consistently prioritized localized mega-projects over regional commuter trunk lines, leaving the Lick-to-Gilroy alignment underfunded:

- **FY 2007 Cumulative Totals:** BART Extension: $404,064,000 | Caltrain South County: $2,920,000 | **Funding Ratio: 138.3 to 1**
- **FY 2009 Cumulative Totals:** BART Extension: $548,229,000 | Caltrain South County: $6,989,000 | **Funding Ratio: 78.4 to 1**
- **FY 2011 Cumulative Totals:** BART Extension: $658,470,000 | Caltrain South County: $16,690,000 | **Funding Ratio: 39.4 to 1**

Table 3: Non-Authorized Capital Diversions (The VTA Operating Siphon)

This metrics outline the exact volume of Measure A capital cash siphoned out of project delivery accounts via the unvalidated 18.46% flat budgeted rate to prop up VTA's general transit fund:

- **FY 2008 Operating Assistance Diversion: $29,630,000**
- **FY 2009 Operating Assistance Diversion: $25,334,000**
- **FY 2010 Operating Assistance Diversion: $25,711,000**
- **FY 2011 Operating Assistance Diversion: $28,213,000**
- **Four-Year Cumulative Revenue Loss to Capital Accounts: $108,888,000**

Step-by-Step Action Plan for MTC Takeover

To transition this business case into immediate execution under MTC leadership, the Commission should follow this three-phase delivery framework:

Phase 1: Jurisdictional Assertion & Asset Seizure

- Formally declare the Lick-to-Gilroy corridor an "Asset of Regional Significance" under MTC's Bay Area transit coordination mandate.
- Issue an administrative directive to VTA demanding the immediate transfer of all 1991 RPOA contract files, 2004 UPRR Master Agreement files, and the completed 65% and 95% engineering design packages.
- Request a formal accounting from the Measure A Citizens Watchdog Committee regarding unspent commuter rail balances through FY 2026.

Phase 2: Class I Railroad Executive Leadership Negotiations

- Bypass local UPRR operating managers and open direct negotiations between the MTC Executive Director, MTC Legal Counsel, and UPRR Corporate Headquarters in Omaha.
- Present a unified "Zero-Impact Capacity Buyout" package funded by Regional Measure 3 and SB 1 matching revenues as well as 2016 Measure B Caltrain Corridor Capacity Improvements earmarked for Morgan Hill and Gilroy.

- Structure the agreement under a "Tenants in Common" contract, securing full dispatching autonomy for passenger operations on an isolated, dedicated parallel track alignment.

Phase 3: Design, Procurement, and Construction Delivery

- Establish a dedicated MTC Corridor Construction Unit to update the 16.5-mile Phase 1 and Phase 2 civil designs to modern blended standards.
- Issue a single, comprehensive Design-Build heavy civil contract to bypass localized procurement bottlenecks that stalled the project in 2009.
- Prioritize the grade separation and quad-track buildout of the historical bottlenecks at the Llagas Creek Bridge and North Morgan Hill junctions, delivering the infrastructure required to reliably support 20 daily passenger round trips.

MTC Formal Board Resolution Template

RESOLUTION NO. 2026-XXXX

SUBJECT: Assertion of Regional Jurisdictional Authority over the Peninsula Corridor Caltrain South County Infrastructure Corridor (Tamien/Lick to Gilroy) for the Delivery of Enhanced Commuter Rail Capacity.

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area, pursuant to California Government Code Section 66500 et seq., tasked with optimizing transit connectivity, regional corridor capacity, and capital project delivery; and

WHEREAS, the 25-mile rail corridor between the Tamien/Lick station and the Gilroy Caltrain station (the "South County Corridor") is a vital regional transit artery carrying thousands of daily commuters parallel to the heavily congested State Route 101 corridor; and

WHEREAS, local delivery initiatives by the Santa Clara Valley Transportation Authority (VTA) have stalled for over fifteen years following the official suspension of physical grading

contracts in June 2011, leaving the corridor trapped at a restrictive ceiling of five commute-restricted daily round trips; and

WHEREAS, forensic audits of local compliance records reveal a systemic diversion of dedicated capital funds—specifically a practice wherein an unvalidated flat rate of **18.46% of all county transit operating costs** was siphoned out of Measure A project accounts to cover general operations, resulting in a **$108.8 million capital drain** between 2008 and 2011 alone; and

WHEREAS, **VTA's remaining local 2000 Measure A revenues are entirely encumbered by multi-billion-dollar cost overruns on the BART Phase II extension**, preventing the local agency from funding or delivering the heavy civil track expansions required to clear the corridor's severe congestion; and

WHEREAS, achieving regional climate, economic, and transit goals requires the immediate delivery of infrastructure capable of supporting a minimum of **20 daily passenger round trips** operated on an isolated, blended alignment without adverse impacts to Union Pacific Railroad (UPRR) freight movements; and

WHEREAS, California Government Code Section 66515 empowers MTC to assume a direct role in resolving multi-jurisdictional transit deadlocks and optimizing regional allocations to ensure project delivery;

NOW, THEREFORE, BE IT RESOLVED BY THE METROPOLITAN TRANSPORTATION COMMISSION AS FOLLOWS:

1. **Declaration of Regional Significance:** The Commission formally declares the Lick-to-Gilroy Caltrain South County Corridor as an *Infrastructure Asset of Critical Regional Significance* requiring centralized regional intervention.
2. **Assumption of Lead Negotiating Standing:** MTC hereby asserts supreme regional authority over all future capacity, trackage rights, and real property negotiations with Union Pacific Railroad regarding the South County Corridor, bypassing local operational bottlenecks.
3. **Seizure of Historical Engineering Assets:** The Commission directs the Executive Director to issue an administrative demand to VTA for the immediate transfer of all completed 65% and 95% civil engineering design files, utility conflict maps, and UPRR Master Agreement records related to the historical South County project.
4. **Establishment of a Dedicated Delivery Unit:** The Commission authorizes the creation of the *MTC South County Rail Delivery Unit (SCRDU)*, tasked with updating the corridor's civil designs to modern blended standards, securing Federal Railroad

Administration (FRA) matching grants, and managing a unified Design-Build procurement framework to construct a dedicated, triple/quad-track passenger alignment parallel to UPRR freight territory.

Comparative Analysis of Successful Regional Rail Takeovers

When presenting this business case to MTC Legal Counsel, it is vital to demonstrate that regional takeovers of local rail corridors are legally viable, highly effective, and standard practice across California when county-level delivery structures fail. Two primary precedents serve as the legal and operational blueprints for this intervention:

Case Study 1: The LOSSAN Corridor Restructuring (Southern California)

- **The Impasse:** The 351-mile Los Angeles–San Diego–San Luis Obispo (LOSSAN) rail corridor was originally managed by a loose coalition of individual county transportation commissions and local agencies (including Metro, OCTA, and SANDAG). Local funding fights, varying county tax priorities, and an inability to present a unified front to BNSF and UPRR freight executives resulted in severe corridor bottlenecks, missed capital project matches, and constrained passenger timetables.
- **The Regional Intervention:** In 2012, the California Legislature passed **Senate Bill 1225**, which authorized the local agencies to transfer administrative control of the corridor to a single, unified regional entity: the **LOSSAN Rail Corridor Agency**.
- **The Operational Outcome:** By centralizing management under a single regional board, the agency successfully standardized capital procurement, bypassed county-level budget siphoning, and unlocked hundreds of millions in state Cap-and-Trade and federal funding. This regional leverage enabled the execution of a comprehensive capacity buyout with freight operators, steadily expanding passenger service across county boundaries.

Case Study 2: The Capitol Corridor Joint Powers Authority (Northern California)

- **The Impasse:** Initially managed directly by Caltrans, the commuter rail alignment between San Jose, Oakland, and Sacramento suffered from bureaucratic delay, rigid state purchasing rules, and zero institutional leverage when negotiating dispatching priority with the Southern Pacific/Union Pacific Railroad. Local counties along the line lacked the independent standing to demand track capacity additions.

- **The Regional Intervention:** In 1996, the state enacted **Assembly Bill 1720**, creating the **Capitol Corridor Joint Powers Authority (CCJPA)**. The state legally handed administrative control over to a regional board comprised of representatives from transit districts along the alignment, with the San Francisco Bay Area Rapid Transit District (BART) designated as the managing agency.
- **The Operational Outcome:** The regional management model transformed the line. CCJPA bypassed local county funding shortfalls by blending regional funding streams. Because it operated as a unified, high-volume tenant, it successfully negotiated a multi-phase infrastructure partnership with Union Pacific. This regional framework delivered extensive double-tracking, integrated signaling, and grade separations that scaled the corridor from a handful of daily runs to a high-capacity regional trunk line—completely independent of individual county transit deficits.

Legal Summary

Jurisdictional Factor	County-Level Structure (VTA)	Regional-Level Structure (MTC)
Class I Railroad Leverage	Weak; treated as a local commuter tenant with zero statewide network impact.	**Strong**; commands multi-county funding and legislative backing, capable of executing macro-capacity network buyouts.
Capital Shielding	Vulnerable; local sales tax revenues are subject to county-level cannibalization and mega-project overruns (BART Phase II).	**Insulated**; leverages regional pots (RM3), state SB 1 bonds, 2016 Measure B Caltrain Corridor Capacity Improvements, and direct federal infrastructure allocations shielded from local operational shortfalls.
Procurement Scope	Fragmented; restricted to piecemeal county contracts prone to utility and grading suspension (e.g., the 2011 contract default).	**Unified**; utilizes streamlined, corridor-wide Design-Build frameworks spanning full regional segments.

From: Roland Lebrun
Sent: Wednesday, September 30, 2026 8:10 AM
To: MTC-ABAG Info
Cc: CHSRA Board; Caltrain Board; Transbay Program; TJPA CAC; Caltrain CAC Secretary; SFCTA Board Secretary; SFCTA CAC; ccjpaboard@capitolcorridor.org; clerk@sjrrc.com; boardsecretary@scrra.net
Subject: Fw: CHSRA rolling stock conflict with 550mm European Technical Standard for Interoperability (TSI)

External Email

Dear Chair Noack and Commissioners,

The intent of this email is to substantiate and elaborate on the comment I made during last week's Commission meeting, specifically that the California High Speed Rail Authority's rolling stock procurement plans conflict with a Peer Review Group February 7th 2017, letter addressed to the Legislature (attached for your convenience) which reads as follows:

"A pertinent example of Caltrain/HSRA interaction is the recent announcement by HSRA that it may shorten its platforms in order to reduce the initial capital cost of the system. ***Shortening the platforms and trains leaves open the possibility that demand will eventually exceed the reduced station capacity, especially in the "bookend areas ".***

An alternative potential response would be to use bi-level trains at the outset for HSRA service. We have recommended in past letters that the Authority consider adopting bi-level trains from the outset because the loading platform level would be consistent with the lower level used by Caltrain and Metrolink (and ACE if there are joint operations in future) *. In our discussions, the Authority indicated that they will consider inputs from the new system operator (discussed below).* ***We recommend that this issue be addressed carefully before HSRA commits itself to a rolling stock fleet design.*** *"*

Please note that there were encouraging news emanating from Berlin last week where Mr. Choudri was quoted as follows:

"Choudri noted that the project is drawing heavily on established European railway technology rather than developing an entirely separate technical model for the US market. This includes ETCS-based signalling and train control, alongside the foundation of European standards to enable high-speed operations. By collaborating with European companies, he aims to avoid "reinventing the wheel."

To succeed, California High Speed Rail anticipates the use of European products and technical standards . *"*

https://railway-news.com/california-high-speed-rail-leads-us-rail-push-at-innotrans-2026/

The specific Technical Standard I was referring to is the European 550mm Technical Standard for Interoperability (TSI), which makes it possible for any compliant train (including the French TGV duplex AKA "TGV M ") to achieve level boarding at the majority of rail platforms in Europe, including the Paris Regional Express Rail (RER) network. https://commons.wikimedia.org/w/index.php?curid=15294255

Please consider following up on this interoperability issue with Mr. Steve Kawa, the Chairman of the High Speed Rail Authority at your earliest convenience.

Respectfully presented for your consideration.

Roland Lebrun

Application of the European Union 's standard heights for new construction: Green =550mm , Blue=760mm , Turquoise=both , Dark gray = New builds in other heights than the EU standards

https://commons.wikimedia.org/wiki/File:Map_Europe_railway_platform_height.svg

