

FY 2026–27 Metropolitan Transportation Commission

Overall Work Program

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



May 2026

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FY 2026–2027
OVERALL WORK PROGRAM
for the
San Francisco Bay Area

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May 2026

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LIST OF ACRONYMS

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

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

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

SB 1	California Senate Bill 1: The Road Repair and Accountability Act of 2017
SB 375	California Senate Bill 375
SCS	Sustainable Communities Strategy
SCTCA	Sonoma County Transportation and Climate Authorities
SFO	San Francisco International Airport
SFMTA	San Francisco Municipal Transportation Agency
SIP	State Implementation Plan (for air quality)
SJCOG	San Joaquín Council of Governments
SOV	Single-Occupancy Vehicle
SRTTP	Short-Range Transit Plan
STA	Solano Transportation Authority or State Transit Assistance
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
TA	Technical Assistance
TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAP	Transportation Alternatives Program
TCC	Transportation Cooperative Committee
TCEP	Trade Corridor Enhancement Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TIP	Transportation Improvement Program (federal requirement)
TIRCP	Transit and Intercity Rail Capital Program
TM 2	Travel Model 2
TOC	Transit-Oriented Communities
TOD	Transit-Oriented Development
TRA	Transit-Rich Area
TSP	Transit Signal Priority
TTAP	Transit Transformation Action Plan
USC	United States Code
VMT	Vehicle Miles Traveled
VTA	Santa Clara Valley Transportation Authority
WE	Work Element

Metropolitan Transportation Commission **PROSPECTUS**

FY 2026–2027

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Introduction and Purpose

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

The OWP structure includes:

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

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

Budget: This section summarizes the regional planning funds available to MTC during FY 2026-27.

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

The region produces two periodically-updated major documents that comply with federal requirements: the [Regional Transportation Plan \(RTP\)](#) and the [Transportation Improvement Program \(TIP\)](#). The Commission and ABAG Executive Board jointly adopted [Plan Bay Area 2050+](#), which serves as the current RTP, in March 2026. Furthermore, the [2025 TIP](#) was approved by the Commission in September 2024, with the next major update to the TIP slated for approval in fall 2026. These documents provide for the development and integrated management and operation of transportation facilities that function as a regional system, as well as the state and national intermodal transportation systems.

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

Federal Planning Factors

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

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

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

Each FY 2026-27 OWP work element references the relationship between the upcoming tasks and the federal planning factors. Additionally, the following table displays the relationship between the planning factors and each MTC work element in the OWP.

Federal Planning Factor	FY 2026–2027 OWP Work Elements Supporting Federal Planning Factor
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency	WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1123, 1124, 1212, 1511, 1512, 1611, 1621, 1623, 1626 WEs Funded by Federal/State Grants and Local Sources 1233, 1515 WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514
Increase the safety of the transportation system for motorized and non-motorized users	WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1511, 1512, 1621, 1623, 1626 WEs Funded by Federal/State Grants and Local Sources 1233, 1515 WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514
Increase the security of the transportation system for motorized and non-motorized users	WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1212, 1512, 1621 WEs Funded by Federal/State Grants and Local Sources 1233, 1515 WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312

Federal Planning Factor	FY 2026–2027 OWP Work Elements Supporting Federal Planning Factor
<p>Increase the accessibility and mobility of people and for freight</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1123, 1124, 1125, 1127, 1128, 1212, 1310, 1413, 1511, 1512, 1611, 1621, 1623, 1626</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514</p>
<p>Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1123, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1611, 1621, 1623, 1626</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514</p>
<p>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1123, 1124, 1125, 1127, 1212, 1310, 1413, 1511, 1512, 1611, 1621, 1623, 1626</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514</p>
<p>Promote efficient system management and operation</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1124, 1125, 1127, 1212, 1310, 1413, 1511, 1512, 1621, 1623, 1626</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514</p>
<p>Emphasize the preservation of the existing transportation system</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1125, 1127, 1128, 1212, 1413, 1511, 1512, 1621, 1623</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514</p>

Federal Planning Factor	FY 2026–2027 OWP Work Elements Supporting Federal Planning Factor
Improve the resiliency and reliability of the transportation system; reduce or mitigate storm water impacts of surface transportation	WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1127, 1128, 1212, 1413, 1512, 1621 WEs Funded by Federal/State Grants and Local Sources 1233, 1515 WEs Funded by State and Local Sources 1114, 1131, 1132, 1156
Enhance travel and tourism	WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1125, 1127, 1512, 1621 WEs Funded by Federal/State Grants and Local Sources 1515 WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1514

Planning Emphasis Areas

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) did not identify any Planning Emphasis Areas (PEAs) for FY 2026-27. For this reason, the OWP omits further mention of PEAs this fiscal year.

California Transportation Plan Recommendations

Caltrans finalized the California Transportation Plan (CTP) 2050 in 2021, a policy framework that provides a statewide vision for the future of the transportation system (dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/ctp-2050-v3-a11y.pdf). The final plan includes a set of 14 recommendations, all of which have a nexus with one or more work elements included in this OWP. Per the request of Caltrans staff, the matrix below delineates the alignment with those recommendations in a consistent manner to the Federal Planning Factors featured above.

CTP Recommendation	FY 2026–2027 OWP Work Elements Supporting CTP Recommendations
Expand access to safe and convenient active transportation options	WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1121, 1122, 1123, 1125, 1127, 1212, 1413, 1512 WEs Funded by Federal/State Grants and Local Sources 1233, 1515 WEs Funded by State and Local Sources 1114, 1131, 1132, 1156

CTP Recommendation	FY 2026–2027 OWP Work Elements Supporting CTP Recommendations
<p>Improve transit, rail, and shared mobility options</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1123, 1124, 1212, 1310, 1413, 1511, 1512, 1621, 1626</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514</p>
<p>Expand remote access to jobs, goods, services, and education</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1121, 1212, 1413</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156</p>
<p>Advance transportation equity</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1123, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1611, 1621, 1623, 1626</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514</p>
<p>Enhance transportation system resiliency</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1127, 1128, 1212, 1413, 1512, 1621</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156</p>
<p>Improve transportation safety and security</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1511, 1512, 1621, 1623, 1626</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514</p>

CTP Recommendation	FY 2026–2027 OWP Work Elements Supporting CTP Recommendations
Improve goods movement systems and infrastructure	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1123, 1124, 1212, 1412, 1512</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312</p>
Advance zero-emissions vehicle technology and supportive infrastructure	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1412, 1413, 1512</p> <p>WEs Funded by Federal/State Grants and Local Sources 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312</p>
Manage the adoption of connected and autonomous vehicles	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1124, 1212</p> <p>WEs Funded by Federal/State Grants and Local Sources 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156</p>
Price roadways to improve the efficiency of auto travel	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1123, 1124, 1511</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312</p>
Encourage efficient land use	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1121, 1122, 1123, 1128, 1212, 1611</p> <p>WEs Funded by Federal/State Grants and Local Sources 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156</p>
Expand protection of natural resources and ecosystems	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1123, 1127, 1128, 1212, 1412, 1413, 1512, 1611, 1621</p> <p>WEs Funded by Federal/State Grants and Local Sources 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156</p>

CTP Recommendation	FY 2026–2027 OWP Work Elements Supporting CTP Recommendations
<p>Strategically invest in state of good repair improvements</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1125, 1127, 1128, 1212, 1413, 1511, 1512, 1621, 1623</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514</p>
<p>Seek sustainable, long-term transportation funding mechanisms</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1124, 1511, 1512</p> <p>WEs Funded by Federal/State Grants and Local Sources 1515</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156</p>

Plan Bay Area 2050+ Guides Regional Planning Priorities

[Plan Bay Area 2050+](#) — adopted by the Commission and ABAG Executive Board in March 2026 — serves as the latest plan for a resilient and equitable San Francisco Bay Area, laying out a pathway toward a better future for all residents through 35 strategies related to transportation, housing, the economy and the environment. Similar to its predecessor Plan Bay Area 2050, Plan Bay Area 2050+ works to ensure that the Bay Area of 2050 is more affordable, connected, diverse, healthy and vibrant for all through its 35 strategies to be implemented at the local, county, regional and state levels over the next 25 years. If implemented, Plan Bay Area 2050+ would significantly reduce housing and transportation costs for a typical household; shift more travelers to transit, walking and biking; provide more affordable housing; and meet the state-mandated greenhouse gas (GHG) emissions reduction target, among other beneficial outcomes.

Plan Bay Area 2050+ is a limited and focused update of its predecessor, Plan Bay Area 2050. Over the past four years since Plan Bay Area 2050 was approved, MTC and ABAG staff [advanced implementation initiatives](#) that laid the groundwork for the plan’s 35 strategies. Approximately 75% of these actions have seen significant progress or have been completed. Of the remaining 25%, most have had some level of action taken, while six, primarily within the Economy element, have seen limited progress due to constrained resources and limited agency authority. [Implementation progress updates](#) are available on the Plan Bay Area website.

Focus on Plan Bay Area 2060

Updates to Plan Bay Area occur every four years and work toward developing the next iteration will commence in FY 2026-27. Plan Bay Area 2060 — which will be a significant undertaking — will constitute a major update to the long-range regional plan. Several analytical and policy-related tasks that feed into the development of Plan Bay Area 2060 will kick off in FY 2026-27, including scenario planning, performance analyses, and policy papers, prior to the launch of a Blueprint phase — the precursor to a draft plan. Over

the course of the four-year planning process, Plan Bay Area 2060 will explore varying policy and funding trajectories for the region, including an investigation of potential impacts from shifting demographics, technological advancements and fiscal uncertainty. Plan Bay Area 2060 will be closely synced with a housing coordination plan (i.e., the Regional Housing Need Allocation process, or RHNA) slated to kick off in early 2027.

Additional FY 2026-27 High-Priority Action Areas

Beyond Plan Bay Area 2060, high-priority actions for FY 2026-27 include, but are not limited to:

- Supporting active transportation planning at the local level, with development of a Vision Zero Data Collection Toolkit; completion of the Bay Trail Needs, Operations and Maintenance Assessment; and advancement of an awarded \$10 million Safe Streets 4 All grant.
- Advancing transit transformation initiatives, including bus stop design guidelines as part of the Mapping & Wayfinding pilot; potential Phase 2 of the SB 63 Financial Efficiency Review (if revenue measure is approved by voters in November 2026); and evaluation of the Clipper START means-based program.
- Implementing the One Bay Area Grant, Cycle 4 (OBAG 4) funding program for Surface Transportation Block Grant (STBG)/Congestion Mitigation and Air Quality (CMAQ) funds, which will leverage the framework approved by the Commission in winter 2026 in coordination with county-level partners.

MTC Organization

This section provides a description of the planning area and the MTC organization structure (including its committees, community advisory council and myriad working groups and task forces) — illustrating the transportation planning decision-making process.

Planning Area

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

The region MTC serves is unique in that there are seven primary public transit systems, as well as numerous other local transit operators, which together carried over 300 million passengers in 2024. The region's varied geography has given rise to a diverse range of public transit modes: antique cable cars and historic streetcars; high-speed and electric-powered ferries; diesel commuter rail and electric-powered rapid transit rail; diesel and natural gas buses; and electric trolley buses. The combined annual operating budget of the transit agencies is over \$4 billion, placing it among the most transit-oriented U.S. metro areas; in addition, there are numerous specialized services for elderly and disabled travelers (referred to as paratransit service) that meet critical accessibility needs.

Furthermore, the Bay Area has over 650 miles of limited-access highways and over 20,000 miles of arterials, collectors and local streets. With five seaports, three major international airports serving San Francisco, Oakland and San José, and three regional airports serving Santa Rosa, Concord and Napa, the Bay Area is well-connected — not just by surface transportation, but by sea and by air as well.

Metropolitan Transportation Commission

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

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

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

The commissioners also serve as the policy board for several MTC-affiliated authorities, including the Bay Area Toll Authority (BATA), the Service Authority for Freeways and Expressways (SAFE), the Public Transit Revenue Measure District and the Bay Area Housing Finance Authority (BAHFA). The newest authority, the Public Transit Revenue Measure District, first convened in January 2026 and was established by Senate Bill 63 (2025). The District has many responsibilities should a tax measure be proposed under California Government Code 67700, including administrative responsibilities related to the November 2026 statewide general election.

MTC Standing Committees

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

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

MTC Interagency Committees

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

MTC Interagency Committee	Responsibilities
Active Transportation Working Group	Works to get more people moving by foot, bike, skateboard, scooter, wheelchair and other forms of active transportation or “micromobility.”
Air Quality Conformity Task Force	Determines whether transportation projects and plans comply with state or federal air quality regulations.
Arterial Operations Committee	Discusses issues related to the major arterial streets and roads that connect us.
Bay Area Partnership Board	Gathers top executives from the region’s many transportation-related agencies to improve safety, mobility and air quality.
Bay Area Vision Zero Working Group	Strives to make the region’s streets safer for everyone, especially pedestrians and bicyclists.
Clipper® Executive Board	Policy, oversight, direction and authorization of significant business matters for the Clipper® fare payment system.
Joint Local Streets and Roads / Programming and Delivery Working Group	A forum for CTAs and cities to collaborate on issues relevant to local streets and roads including state of good repair, safety, and programming/project delivery.

MTC Interagency Committee	Responsibilities
Megaregion Working Group	A forum in which the Bay Area, the Sacramento Metro Area, and San Joaquin County and its cities join forces to tackle shared transportation challenges and achieve shared goals.
Partnership Technical Advisory Committee	Form to advise participating agencies' top executives on a wide range of transportation issues.
Regional Airport Planning Committee	Oversee the development of policies for commercial and general aviation airports.
Regional Network Management Council	Brings MTC and transit agencies together to provide guidance on regional transit policies and implementation plans.
Regional Network Management Customer Advisory Group	Brings a rider-centered focus to regional transit policy and implementation.
Transit Finance Working Group	Discusses new funding opportunities and issues that may affect transit agencies' state of repair and operating costs.
Transportation Response Planning Committee	Prepares for disasters that could affect the Bay Area's transportation infrastructure.

Authorities

[MTC Authorities](#) carry out projects to make the Bay Area better — like operating a network of Express Lanes and the Freeway Service Patrol, and managing toll revenue to keep the seven state-owned bridges safe. An MTC Authority is created by law to carry out specific duties or projects for residents of the Bay Area. Sometimes these projects have been voted on and approved by the public, and sometimes they are passed into law by the California State Legislature. MTC Authorities will often work together with other agencies. These are called “joint powers authorities” (JPAs) and are partnerships between similar agencies across separate local or state governments.

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

Authority	Responsibilities
Public Transit Revenue Measure District	Established by Senate Bill 63 (2025), which also authorizes a regional transportation revenue measure to be placed on the November 2026 ballot, the District has many responsibilities, including administrative responsibilities related to the November 3, 2026 statewide general election and additional responsibilities if such measure were to be approved by the voters.
Service Authority for Freeways and Expressways (SAFE)	Manages the Freeway Service Patrol tow trucks and the emergency roadside call box programs.

MTC ABAG Community Advisory Council

The [MTC ABAG Community Advisory Council](#) was established in January 2026 as a merger of the MTC’s and ABAG’s previous advisory bodies — [MTC’s Policy Advisory Council](#) and ABAG’s Regional Planning Committee. The 27 Councilmembers are recruited from diverse backgrounds from all nine Bay Area counties and serve a four-year term. The mission of the Community Advisory Council is to advise MTC and ABAG on policies, plans and programs that affect Bay Area communities. The Council is meant to bring diverse perspectives from residents across the region, advancing equity and inclusion in decision-making. Councilmembers are a key conduit to the public, serving as a bridge between community voices and regional agencies on transportation, housing and environmental policy decisions.

Council membership is as follows:

- Nine (9) at-large members, representing one or more of the following interests: labor, business/employers, environment, transit advocacy, youth, affordable housing and civic organizations focusing on community service, advocacy and/or social welfare.
- Nine (9) members, one from each county, represent communities with low incomes or communities of color.
- Nine (9) members, one from each county, represent older adults or people with disabilities.

The Community Advisory Council chair is able to create subcommittees and appoint members to advisory groups as needed, based on the Council’s work plan.

The Bay Area Partnership Board

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

Transit Representation on MTC Commission

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

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

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

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

In addition, MTC’s RNM Committee includes two ex-officio members directly representing transit operators, in addition to commissioners assigned to that committee:

1. Bay Area Rapid Transit: Janice Li
2. Alameda-Contra Costa Transit District: Diane Shaw

Overview of Public Participation and Involvement

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

Federal law requires MTC, when developing the RTP and the TIP, to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, MTC’s current [Public Participation Plan \(PPP\) for the San Francisco Bay Area](#) lays out a comprehensive vision for informing the public about the myriad of opportunities for getting involved in MTC’s work and includes enhancements geared toward better reaching Equity Priority Communities, more comprehensive public information techniques and a refinement of MTC’s guiding principles for engagement and engagement strategies. The PPP also lists key partners that MTC aims to

meaningfully engage in its policies, actions and decisions including Tribal Governments, Federal Land Management Agencies and many others (see Chapter 5 of the PPP). As required by law, the plan outlines milestones, key decision points and opportunities for engagement during the development of the TIP and the RTP as well as the process for consulting with affected local, regional, state and federal agencies and Tribal governments (see [Appendix B of the PPP](#)).

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

- 1. Effective engagement has a clear purpose.**
Defining the purpose for engaging the public, understanding the context and identifying the audience of those affected is imperative to ensure meaningful engagement from the standpoint of the agency and the participants.
- 2. Effective engagement requires two-way education and relationship building.**
Acknowledging the expertise that exists within a given community and boosting engagement with activities that increase mutual education fosters more productive conversations. Ongoing, mutual education improves outcomes and requires cultivating relationships with partners and communities to build trust and achieve consensus.
- 3. Effective engagement is not one-size-fits-all.**
Efforts must be tailored to each unique project and audience to enhance community engagement while making every effort to increase participation opportunities for those most impacted by past and current decisions.
- 4. Clear communication is essential in effective engagement.**
Public engagement must be conducted through clear and compelling communications that are appropriate for the intended audience. Leveraging inclusive storytelling builds shared understanding.
- 5. Effective engagement demands accountability.**
Informing the public of opportunities to participate in the process and clearly demonstrating how community voices have influenced planning and policy decisions builds confidence in the public process.
- 6. Engagement requires openness and transparency.**
An open and transparent public participation process empowers low-income communities and communities of color to participate in decision-making that affects them (this guiding principle was adopted as an environmental justice principle by the Commission in 2006).

In spring 2026, MTC staff will begin development of the next iteration of the PPP, targeting approval by the Commission in late summer 2026.

Coordination With Federal Land Management Agencies

As previously noted, MTC aims to meaningfully engage the public and all its partners in its projects, plans and programs. Some Federal Land Management Agencies, including the United States Fish and Wildlife

Service and the United States Army Corps of Engineers, have been key partners on MTC projects. MTC is committed to cultivating and growing collaborative partnerships with other FLMAs to ensure that this important priority is incorporated during the regional planning process. In 2024, MTC worked with federal and state partners to create an FLMA contact database that was used to invite relevant FLMA partners to participate in various projects.

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

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

Consultation With Native American Tribal Governments

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

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

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

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

The groundwork for engagement and consultation with our region's Tribal governments will occur early in an engagement process and will be conducted according to Tribal preference. Staff will work with Tribal leaders and their representatives to co-create agendas and will present topics of interest to the Tribes. Additionally, MTC commits to conducting individual meetings with each Tribe, upon request.

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

- Amah Mutsun Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Big Valley Rancheria/Big Valley Band of Pomo Indians
- Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
- Chicken Ranch Rancheria Me-Wuk Indians of California
- Coastanoan Rumsen Carmel Tribe
- Coyote Valley Band of Pomo Indians
- Guidiville Indian Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Lone Band of Miwok Indians
- Kletsel Dehe Wintun Nation of the Cortina Rancheria
- Middletown Rancheria of Pomo Indians
- Mishewal-Wappo Tribe of Alexander Valley
- Muwekma Ohlone Indian Tribe of the San Francisco Bay Area
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- Northen Valley Yokuts Tribe
- Pinoleville Pomo Nation
- Potter Valley Tribe
- Redwood Valley Rancheria
- Robinson Rancheria of Pomo Indians
- Rumsen Am:a Tur:ataj Ohlone
- Scotts Valley Band of Pomo Indians
- Tamien Nation
- The Confederated Villages of Lisjan
- The Ohlone Indian Tribe
- Torres Martinez Desert Cahuilla Indians
- Tule River Indian Tribe
- United Auburn Indian Community of the Auburn Rancheria
- Wuksache Indian Tribe/Eshom Valley Band
- Wilton Rancheria
- Yocha Dehe Wintun Nation

For Plan Bay Area 2060, the 2027 TIP and the OWP, staff will intentionally build on the relationships developed and the lessons learned over the course of the Plan Bay Area 2050+ development process. Tribes will be engaged in these efforts through early notification, opportunities for consultation, and clear opportunities to provide comment.

Staff will begin with early and direct outreach to each Tribe, including the region's six federally-recognized Tribes and the 31 California Tribes with cultural affiliations to the region. This means confirming preferred points of contact and how each Tribe wants to communicate and engage with MTC. Engagement will not be limited to formal comment periods. The Tribes will be invited to participate early and stay engaged throughout the development of these important documents, and the opportunity for government-to-government consultation will remain an open invitation to all Tribes.

Staff also will focus on ensuring Tribal input informs outcomes, not just process. Tribal feedback will help inform staff's understanding of culturally sensitive areas, ancestral lands and stewardship priorities, and how those considerations can be incorporated into our long-range planning. The input will be documented and reflected in staff analysis and policy discussions, and when something cannot be incorporated directly, staff will be transparent about how feedback was considered.

MTC's goal is to continue strengthening relationships with the Tribes, so Tribal perspectives meaningfully inform regional planning and investment decisions.

Advancing Progress on 2024 MPO Certification Recommendations

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

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

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

Status Update: Complete. The recommendations above have been satisfied via technical reports produced as part of Final Plan Bay Area 2050+.

Topic #1: Regional Needs

Strategy T1 within [Plan Bay Area 2050+](#) reflects MTC-ABAG's ongoing Fix-It-First policy, focusing on operating and maintaining the Bay Area's roads and transit infrastructure while transitioning to zero-emission transit vehicles. This strategy includes the financial needs for transportation system maintenance and operations across the nine-county region, and these needs are described in greatest detail in Chapter 2 of [the Plan Bay Area 2050+ Technical Assumptions Report](#). Within this report, needs are delineated by 1) roadway and bridge operations and maintenance needs, 2) transit operating needs, and 3) transit asset maintenance needs. The report discusses detailed needs assessments conducted per each of these categories, as well as provides specific dollar figures associated with the needs. More detailed scenario planning, conducted during major plan updates every eight years while recognizing that scenario planning is an optional component of the planning process under federal and state law, is possible as part of the upcoming Plan Bay Area 2060 process.

Topic #2: Transportation Element

Plan Bay Area 2050+ contains four elements — transportation, housing, the economy and the environment. The Transportation Element is fiscally-constrained, and the funding allocations within this element do not exceed the projected total funding anticipated to be available. As described in more detail in Chapter 2 of [the Plan Bay Area 2050+ Technical Assumptions Report](#), MTC-ABAG conducted a transportation revenue analysis to determine anticipated revenues between 2025 – 2050. Based on funding levels received in previous years and assumptions about future funding, Plan Bay Area 2050+ anticipates \$512 billion from federal, state, regional and local sources. Additionally, Plan Bay Area 2050+ includes new transportation revenue sources in this analysis, including revenues generated by plan strategies, such as road pricing and parking fees, and a potential new regional revenue measure to support transit. The Transportation Element is financially independent from the other three plan elements and does not rely on non-transportation funding sources to meet identified needs.

The Housing Element, Economy Element and Environment Element within Plan Bay Area 2050+ differ from the Transportation Element in that these three elements are not fiscally-constrained. The needs assessments for each of these three elements are completed as a best practice to understand the funding required to achieve regional goals; however, only the Housing Element and Environment Element include revenue forecasts. These revenue forecasts assess federal, state and local sources for housing and environmental funding programs, respectively. These two forecasts are presented in less detail than the Transportation Element due to their lack of financial constraint, to provide critical information for policymakers. More detail on the Housing Element needs and revenues is found in Chapter 3 of the Plan Bay Area 2050+ Technical Assumptions Report. More detail on the Environmental Element needs and revenues is found in Chapter 5 of the Plan Bay Area 2050+ Technical Assumptions Report.

The Economy Element does not include an assessment of anticipated revenues, as there is limited information available on economic development funding programs at the federal, state and local levels. More details on the Economy Element needs can be found in Chapter 4 of the Plan Bay Area 2050+ Technical Assumptions Report.

Topic #3: Project Performance

The transportation project prioritization process is discussed in greatest detail in three Plan Bay Area 2050+ supplemental reports finalized in March 2026: [the Performance Report](#), [the Transportation Project List Report](#) and [the Transit 2050+ Report](#).

The Performance Report, specifically in Chapter 3, discusses the project performance assessment that informed the transportation project prioritization process for regionally significant projects with costs of \$250 million or more. The findings from this assessment are included for both transit and road projects. For transit projects, the project performance assessment findings also informed which projects were included in the Transit 2050+ Draft Network. The Transit 2050+ Report discusses how these findings were used in greater detail. The Transportation Project List Report goes into additional detail about the transportation project prioritization process for *all* projects, including those that did not meet the cost threshold of \$250 million. This process was informed by technical analyses, input from partner agencies, public feedback and direction from the Commission and Executive Board. This report further describes the ways in which the prioritization process aligned with the plan’s policy goals and strategies.

Topic #4: Transit Vision

The [Transit 2050+ Report](#), released in March 2026, articulates the vision for the Bay Area’s transit network. If implemented, the Transit 2050+ Network can deliver a transit network that provides frequent, fast, reliable and connected service across the Bay Area. Specifically, the Transit 2050+ Network is designed to develop an integrated, well-connected transit network; recover and grow transit ridership and increase the share of people using transit for their trips; improve the reliability and average travel speed of transit service; and reduce barriers to using transit. The report elaborates on the key elements of the transit network and discusses the needs, gaps and opportunities, the development of the visionary but fiscally-constrained Transit 2050+ Network, the network performance assessment and implementation actions.

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

Status Update: In Progress. As noted by staff in the FY25-26 OWP, MTC-ABAG used the FMLA contact database to invite FMLA partners to focus group discussions and notify them of opportunities to comment. The extent of engagement with FMLAs is discussed in the Plan Bay Area 2050+ Engagement Report, and participating FMLAs (National Park Service and US Fish and Wildlife Service) are listed as agencies that participated in Plan Bay Area 2050+ office hours with MTC-ABAG planning staff.

MTC-ABAG’s engagement with Tribal governments throughout the Plan Bay Area 2050+ process is discussed in the Native American Tribal Outreach Report. As part of the first round of engagement for Plan Bay Area 2050+, MTC and ABAG contacted federally-recognized Tribes and the California Native American Tribes to announce the plan’s kickoff. This initial contact also included a question to Tribes about how they would prefer to be engaged as well as a reminder that Government-to-Government consultation is an available option during the planning process. During the second round of engagement, MTC and ABAG partnered with the Suscol Intertribal Council to facilitate four engagement events that centered the Native American community.

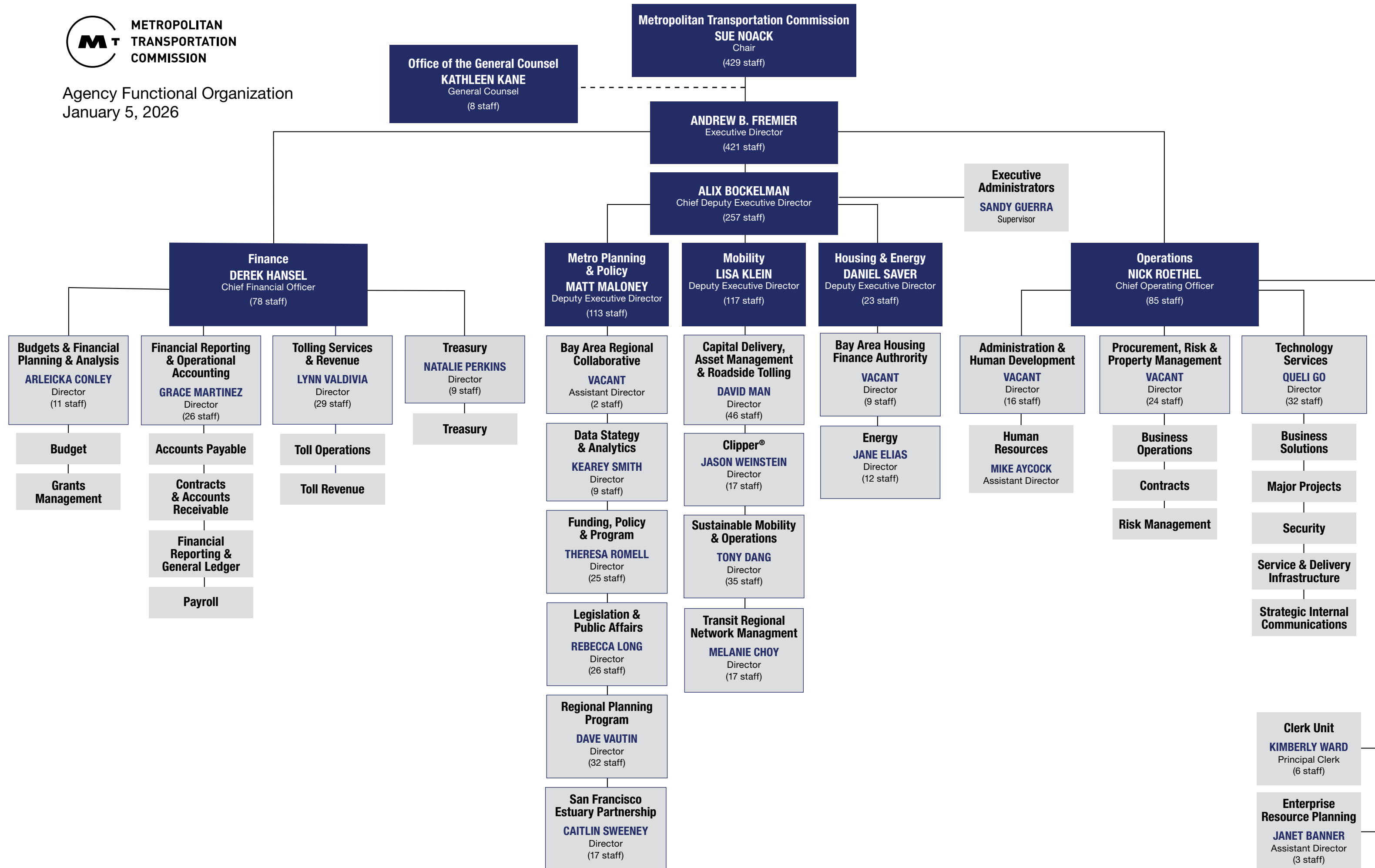
MTC-ABAG is committed to further expanding engagement and consultation with FLMA’s and Tribes, as part of a major plan update (Plan Bay Area 2060) starting in FY26-27, as noted in this OWP. As part of the Plan Bay Area 2060 engagement process, MTC-ABAG staff will directly reach out to the region’s six federally-recognized tribes and 25 California tribes with cultural affiliation to the Bay Area. Outreach will begin early and will continue throughout the plan development process. MTC-ABAG staff are focused on ensuring that Tribal input informs our agencies’ understanding of culturally sensitive areas, ancestral lands and stewardship priorities, and ultimately, informs the outcomes of our agencies’ long-range planning.

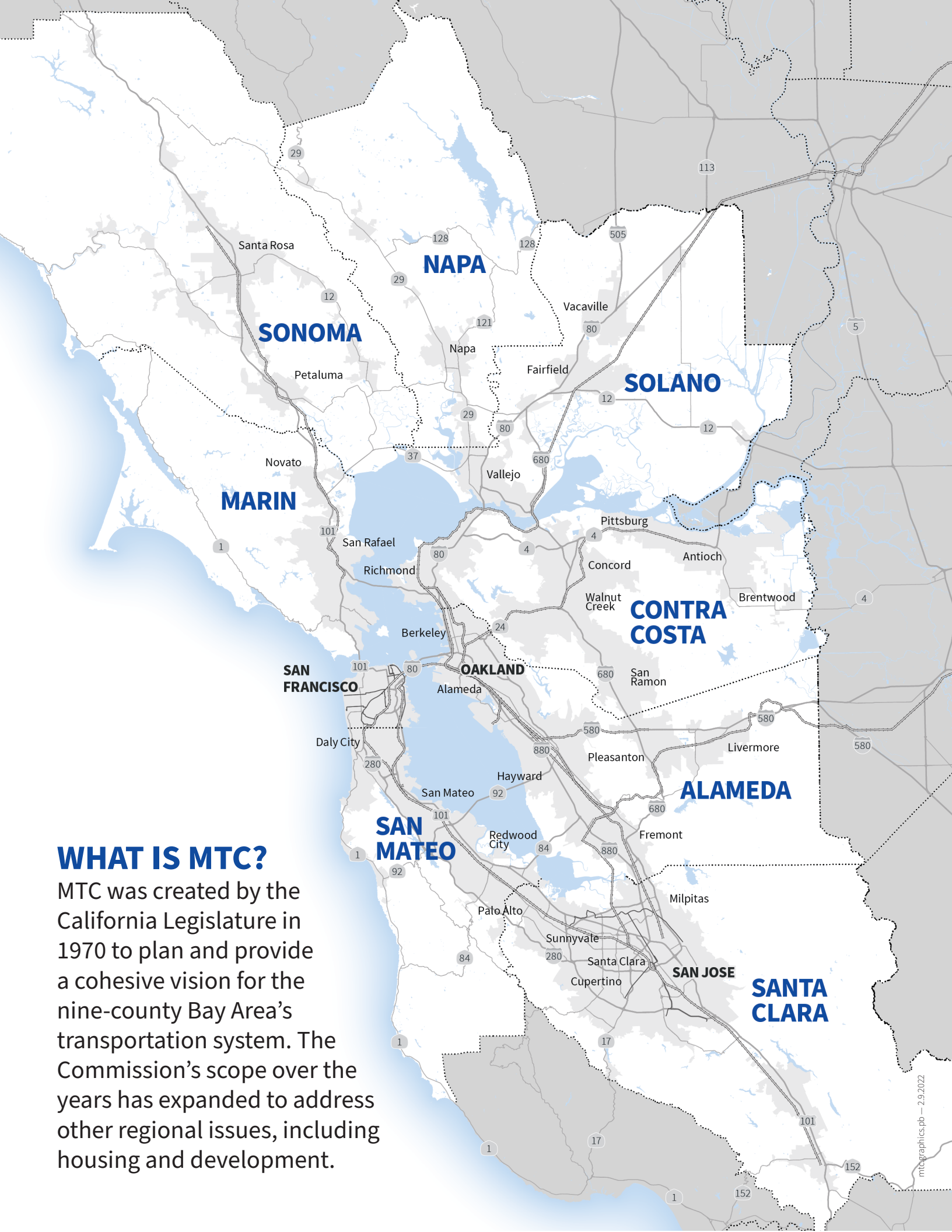
Recommendation #3: “Improve transparency of the project prioritization process for MTP by integrating the performance monitoring tools (Vital Signs) into the project selection/prioritization process.”

Status Update: In Progress. In March 2026, MTC-ABAG adopted Plan Bay Area 2050+, including supplemental reports that provide additional context on the transportation project prioritization process. To improve transparency as requested by FHWA/FTA, this process is described in detail in the Plan Bay

Area 2050+ Performance Report, the Transportation Project List Report, and the Transit 2050+ Report as noted under Recommendation #1 as well. The Plan Bay Area 2050+ Implementation Plan includes commitments to further upgrade the performance monitoring site, Vital Signs, as well.

As noted in the FY25-26 OWP, a more substantive set of revisions to that framework is only possible as part of a major plan update, given that project performance assessment was already well underway when these recommendations were received in mid-2024. Plan Bay Area 2060, which will kick off in FY26-27 as identified in this OWP, will provide opportunities to further improve prioritization and transparency.





WHAT IS MTC?

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

California Department of Transportation **OVERALL WORK PROGRAM**

FY 2026–2027

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Caltrans Work Elements

Goals and Objectives

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

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

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

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

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

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

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

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

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

TRANSPORTATION PLANNING

WORK ELEMENT 6.1 – CALIFORNIA TRANSPORTATION PLAN – Regional Liaison.....2.2.5
WORK ELEMENT 6.2 – SYSTEM PLANNING.....2.2.6
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Work Element 6.1 – California Transportation Plan (CTP) – Regional Liaison

Objectives

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

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

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

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

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

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

Previous and Ongoing Related Work

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

Tasks

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

Products

- CTP Implementation Element

Estimated Completion Date

N/A

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.2 – System Planning

Objectives

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

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

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

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

Conduct transportation corridor planning that accomplishes the following:

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

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

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

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

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

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

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

Assist Program Management in coordinating and presenting information on:

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

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

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

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

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

Tasks

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

Assist in the following process:

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

Products

- Corridor Plan
- Managed Lane System Plan

Estimated Completion Date

Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.3 – Overall Work Program Management

Objectives

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

Description

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

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

Previous and Ongoing Related Work

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

Administer FHWA PL and FTA Section 5303 formula funds.

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

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

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

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

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

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

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

Tasks

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

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

Products

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

Estimated Completion Date

- April 2026
- Quarterly
- Monthly/Quarterly
- As Needed
- Periodic
- As Needed
- Annual

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.4 – Local Development Review (LDR)

Objectives

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

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

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

Description

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

Previous and Ongoing Related Work

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

Tasks

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

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

Products

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

Estimated Completion Date

Ongoing
Ongoing

Estimated cost by funding source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.5 – Caltrans Project Planning

Objective

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

Description

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

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

Previous and Ongoing Related Work

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

Tasks

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

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

Products

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

Estimated Completion

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.6 – Native American Liaison

Objectives

Establish clear lines of communication with the six federally recognized tribes and Tribes on the Native American Commission's list in District 4.

Be cognizant of issues relating to Tribal Governments, non-federally recognized Tribes, and Native American organizations, groups, and individuals.

Establish clear roles and responsibilities within Caltrans District 4 and coordinate with the District's Native American Coordinators.

Partner/formulate with MTC on best practices for Tribal Government inclusion in the region's transportation planning process.

Coordinate and consult with Tribal Governments, involving them in the process.

Share funding and training opportunities, as well as federal and state initiatives, with the Tribes.

Respond promptly to requests from Tribes and coordinate with appropriate internal functional units in the response.

Engage in early involvement with Tribal Governments in the transportation planning process.

Description

Federal directives such as Executive Order 13175 of November 6, 2000; Executive Order Number 12898 of February 11, 1994; and the State of California Executive Order W-26-92 of April 8, 1992; Assembly Concurrent Resolution 185, Battin (September 2000); Caltrans Director Policy 19 (August 2001); Executive Order N-15-19 (September 2020); and AB 923 (September 2022) provide the foundation for working with California Tribes and communities.

Provide liaison staff to implement the following: implement State and Federal laws and directives that are sensitive to Native American interests, encourage active participation by Tribal Governments, non-federally recognized tribal representatives, and Native American organizations, groups, and individuals in developing and implementing transportation plans and projects.

Previous and Ongoing Related Work

District general consultation with Tribal governments.

Provide Tribal Governments and Native American communities with relevant transportation planning guidelines and information through tribes and tribal community-based organizations.

Assist in developing Tribal transportation plans and transportation planning efforts when Tribal Governments request it.

District participation in the Department's Native American Advisory Committee (NAAC).

District participation in quarterly District Native American Liaison teleconferences.

Attend meetings and coordinate with Native American Tribal Governments.

Provide a conduit for addressing Tribal Government concerns regarding the assessment, cleaning, and repair of areas damaged by continued storms and flooding. The Tribal Government has expressed concerns about flooding and potential damage to properties of religious and cultural significance. The Tribe wants to serve as a Tribal monitor for the entire work process within their sacred and cultural sites.

Tasks

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

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

Products

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

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Completion Date

Ongoing

Work Element 6.7 – Equity, Justice, and Public Engagement

Objectives

To support the principles of equity, as outlined in various state and federal statutes and directives, in the transportation investment decisions made by Caltrans and other public agencies and private organizations. To seek innovative and context-sensitive solutions to transportation issues, problems, and constraints. To promote more equitable involvement by community groups and traditionally underrepresented and underserved populations; including elderly, disabled, low-income, and minority (i.e., African-American, Hispanic, Asian-American, American Indian/Alaskan Native, and Pacific Islander) individuals, in transportation planning and decision-making. Also, to prevent or mitigate disproportionate adverse impacts of transportation projects while improving mobility, access, and quality of life for diverse communities.

Description

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

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

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

Tasks

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

Caltrans Planning Public Engagement Resources Efforts

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

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

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

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.8 – Community Planning

Objectives

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

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

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

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

Description

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

Tasks

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

Caltrans Sustainable Transportation Planning Grant Program

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

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

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

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

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

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

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

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

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.9 – Pedestrian Coordination

Objectives

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

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

Description

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

Previous Related Work

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

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

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

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

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

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

Tasks

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

Products

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

Estimated Completion Date

Ongoing projects

Quarterly

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Month & Cost

N/A

Work Element 6.10 – Bicycle Planning and Coordination

Objectives

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

Description

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

Previous Related Work

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

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

Provided input and shared information regarding:

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

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

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

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

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

Tasks

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

Products

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

Estimated Completion Date

Ongoing
Quarterly
Spring 2025

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Month & Cost

N/A

Work Element 6.11 – Transit Coordination

Objectives

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

Description

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

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

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

Previous Related Work

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

Tasks

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

Estimated cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.12 – Goods Movement Planning/ Partnerships

Objectives

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

Description

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

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

Tasks

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

Products

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

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Completion Date

Ongoing

November 2026

Estimated Person-Months and Cost

N/A

Work Element 6.13 – Transportation Conformity and Air Quality Planning

Objectives

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

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

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

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

Description

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

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

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

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

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

Previous and Ongoing Related Work

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

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

Tasks

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

Products

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

Estimated Completion Date

Monthly
As Needed
As Needed

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.14 – Climate Change Adaptation Planning

Objectives

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

Description

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

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

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

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

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

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

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

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

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

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

Previous and Ongoing Related Work

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

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

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

Caltrans completed the District 4 Climate Change Vulnerability Assessment.

Caltrans completed the District 4 Adaptation Priorities Report.

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

BCDC adopted the Bay Adapt Joint Platform.

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

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

BCDC Sea Level Rise Project Database and CBO Directory.

BCDC released the Regional Shoreline Adaptation Plan (RSAP)

Tasks

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

Products

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

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Caltrans Climate Adaptation Planning Grants

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

Caltrans Sustainable Transportation Planning Grants internet page:

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

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

Work Element 6.15 – Strategic Investment Planning

Objectives

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

Description

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

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

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

Previous and Ongoing Related Work

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

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

Tasks

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

Products

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

Estimated Completion Date

Ongoing
Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.16 – Sustainability

Objectives

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

Previous and Ongoing Related Work

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

Tasks

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

Products

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

Estimated Completion Date

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

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.17 – Federally Funded State Planning Studies

Objectives

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

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

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

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

Description

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

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

Funding

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

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

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

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

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 7.1 – State Funding for Transit and Intermodal Improvements

Objective

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

Description

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

Previous and Ongoing Related Work

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

Tasks

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

Products

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

Estimated Completion Date

Ongoing
Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process.

Estimated Person Months and Cost

N/A

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

Objective

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

Description

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

Previous and Ongoing Work

Administer and monitor the FTA Section 5311 grant program.

Tasks

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

Products

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

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person Months and Cost

N/A

Work Element 7.3 – Park-and-Ride Program

Objectives

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

Description

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

Previous and Ongoing Related Work

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

Tasks

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

Products

- Annual Census Report
- Annual Program Inventory

Estimated Completion Date

Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.1 – Traffic Operations System

Objectives

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

Description

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

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

Previous and Ongoing Related Work

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

Operate the TMC at the Oakland District Office.

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

Tasks

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

Products

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

Estimated Completion Date

Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.2 – Freeway Service Patrol

Objectives

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

Description

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

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

Previous and Ongoing Related Work

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

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

Tasks

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

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

Products

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

Estimated Completion Date

Monthly

Monthly

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.3 – SMART Corridor Project

Objectives

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

Description

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

Previous and Ongoing Related Work

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

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

Tasks

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

Products

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

Highway

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

- Implementation of ramp metering in Corridors

Estimated Completion Date

Completed

Completed and on-going

Pending

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 9.1 – Travel Demand Modeling and Traffic Forecasting

Objectives

The Districts Regional Modeling Coordination aims to accomplish the following:

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

Description

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

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

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

Previous and Ongoing Related Work

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

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

Tasks

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

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

Products

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

Estimated Completion Date

N/A
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 9.2 – Data Management and Coordination Activities

Objectives

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

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

Description

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

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

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

Previous and Ongoing Related Work

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

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

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

Tasks

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

Products

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

Estimated Completion Date

Complete – Ongoing Maintenance
Complete – Ongoing Maintenance
Ongoing
Ongoing

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

Ongoing
Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 9.3 - Transportation Monitoring

Objectives

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

Description

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

Previous and Ongoing Related Work

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

Tasks

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

Products

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

Estimated Completion Date

Ongoing
Ongoing
Ongoing
Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person-Months and Cost

N/A

Metropolitan Transportation Commission **OVERALL WORK PROGRAM**

FY 2026–2027

WORK ELEMENTS FUNDED BY THE CONSOLIDATED PLANNING GRANT (CPG)

FY 2026–2027

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

Project Managers: John Goodwin and Leslie Lara-Enríquez

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 2,682,328
Benefits	1,380,948
Indirect	2,257,557
Consultants	2,743,000
Total Expenses	\$ 9,063,833

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ 581,674
<i>Toll Credit Match</i>	66,718
Federal Highway Administration Planning (FHWA PL) (FY 2025-26) (Carryover)	13,528
<i>Toll Credit Match</i>	1,552
Federal Transit Administration (FTA) 5303 (FY 2026-27)	1,012,239
<i>Toll Credit Match</i>	116,104
Federal Transit Administration (FTA) 5303 (FY 2025-26) (Carryover)	1,568,974
<i>Toll Credit Match</i>	179,961
Bay Area Infrastructure Financing Authority (BAIFA)	81,000
Bay Area Toll Authority (BATA) Regional Measure 2	775,000
Bay Area Toll Authority (BATA) Reimbursement	331,000
General Fund	4,700,418
Total Revenues	\$ 9,063,833

Federal Share

35.04%

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

B. Project Description

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

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

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

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

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

C. Project Products

Public Engagement

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

Public Information

- MTC websites:
 - MTC: mtc.ca.gov
 - Plan Bay Area: planbayarea.org
 - Vital Signs: vitalsigns.mtc.ca.gov
 - 511: 511.org

- FasTrak: bayareafastrak.org
- Clipper Card: clippercard.com
- MTC Briefing — MTC’s monthly electronic newsletter
- The Bay Link blog provides regular news updates from MTC and the Association of Bay Area Governments: blog.bayareametro.gov
- Press releases, media advisories, website news stories, etc.: mtc.ca.gov/news
- E-mail blasts and notifications; contact database maintenance
- Brochures, postcards and other collateral, as needed
- Ongoing website maintenance and updates
- Videos and social media content — primarily BlueSky, Discord, Facebook, Instagram and YouTube
- Commissioner newsletters
- Translation, interpretation and ADA accommodation requests

D. Previous Accomplishments and Links to Relevant Products

Public Engagement

- Supported MTC’s CARE Power-Building and Engagement (Pb+E) Grant Program Call for Projects: <https://mtc.ca.gov/funding/funding-opportunities/community-action-resource-empowerment-care-program/care-power-building-and-engagement-pbe-program>
- Completed engagement on Draft Plan Bay Area 2050+ and related supplemental reports, and the Draft EIR for Plan Bay Area 2050+: <https://planbayarea.org/meetings-events/fall-2025-engagement>
- Review and analysis of public comments received on the Draft Plan Bay Area 2050+ and related supplemental reports, and the Draft EIR for Plan Bay Area 2050+: <https://planbayarea.org/get-involved/your-comments/plan-bay-area-2050/fall-2025-engagement-comments>
- Launched a redesigned Plan Bay Area website (expected to launch in June 2026): <https://planbayarea.org/>
- Planning and preparation of engagement efforts for MTC’s Regional Mapping and Wayfinding pilot projects expected to begin in summer 2026: <https://mtc.ca.gov/operations/transit-regional-network-management/regional-mapping-wayfinding>
- Planning and preparation of engagement efforts for the 2027 TIP (May–June 2026): <https://mtc.ca.gov/funding/transportation-improvement-program-tip>
- Conducted public engagement activities for the 2026 update of MTC’s Public Participation Plan (spring 2026): <https://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>
- Supported other agency engagement efforts, including [Clipper START](#), among others

Public Information

- Ongoing implementation of MTC’s public information and communications program, including:
 - Press releases (mtc.ca.gov/news/releases)
 - Website news stories (mtc.ca.gov/news/top-stories, planbayarea.org/about/news)
 - The Bay Link blog (blog.bayareametro.gov)
 - Daily news headlines (mtc.ca.gov/news/news-headlines)
 - Monthly Executive Director’s report (mtc.ca.gov/news/executive-directors-report)
 - Public hearings (mtc.ca.gov/meetings-events/public-hearings)
- Ongoing updates to MTC websites, as needed

- Implementation of various social media promotional campaigns including fall 2025 Plan Bay Area 2050+ engagement (fall 2025), [Super Bowl](#) (Jan-Feb 2026) and FIFA World Cup (May–Jun 2026) transit promotion, All Aboard Bay Area Transit campaign (ongoing), 2026 Public Participation Plan engagement (spring 2026)
- Press relations and press promotion in Chinese, English and Spanish, as needed
- Ongoing translation of vital public information materials and MTC websites, as needed
- [Final Plan Bay Area 2050+ document and related supplemental reports](#), including [Transit 2050+ report](#)
- Final Next Generation Bay Area Freeways Study report: <https://mtc.ca.gov/digital-library/5103343-next-generation-bay-area-freeways-study-report>
- Ongoing funding for KneeDeepTimes (kneedeepetimes.org)

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	2026 Public Participation Plan	Staff*	2026 Public Participation Plan	FHWA PL/ General Fund	07/01/26	09/30/26
2	Implement Plan Bay Area 2060 communications strategy and program	Staff*	Plan Bay Area 2060 e-newsletter, e-blasts, website updates, web stories, press releases, etc. (ongoing)	FHWA PL/ General Fund	07/01/26	06/30/27
3	2027 TIP engagement	Staff	Engagement activities TBD	General Fund	07/01/26	09/30/26
4	Plan Bay Area 2060 engagement (Round 1)	Staff*	Engagement activities TBD	FHWA PL/ General Fund	10/01/26 (tent.)	01/31/27 (tent.)
5	Support MTC's Regional Mapping and Wayfinding pilot projects engagement	Staff	Engagement activities TBD	General Fund	07/01/26	12/31/26
6	Implement MTC's communications strategy and public information program	Staff & Consultants (Peak Digital, Craft & Commerce)	Websites, social media, e-newsletters, press releases, etc. (ongoing)	FTA 5303/ RM2 Marketing/ BATA/ BAIFA/ General Fund	07/01/26	06/30/27
7	Implement engagement strategies and programs for other MTC projects, as needed	Staff & Consultant TBD	Engagement programs for other MTC projects, as needed (ongoing)	BATA/ General Fund	07/01/26	06/30/27
8	Provide funding to produce KneeDeep Times magazine as a communication tool for climate resilience for SF Bay Area	Consultant (Ariel Rubissow Okamoto)	Monthly online magazine	General Fund	07/01/26	06/30/27

*Plan Bay Area engagement and communications staff costs are covered under Work Element 1112; consultant costs are covered under Work Element 1121.

F. Anticipated Future Activities (FY 2027-28)

- Conduct Round 2 of Plan Bay Area 2060 engagement
- Continue development and distribution of social media and video content in multiple languages
- Ongoing public information activities, as needed, including, but not limited to, distribution of electronic newsletters and press releases, collateral development, press events, translations, etc.
- Ongoing support of communications for all agency activities
- Ongoing support of engagement efforts for other MTC projects/programs, as needed

G. Federal Planning Factors Addressed

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

Work Element 1113: Support the Partnership Board

Project Managers: Alfredo Balderamos

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 226,278
Benefits	121,358
Indirect	193,146
Total Expenses	\$ 540,782

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ 201,115
<i>Toll Credit Match</i>	23,068
General Fund	339,667
Total Revenues	\$ 540,782

Federal Share

37.19%

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

B. Project Description

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

C. Project Products

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

D. Previous Accomplishments and Links to Relevant Products

Met with the Partnership Board (<https://mtc.ca.gov/meetings-events/bay-area-partnership-board-2025-08-29t170000>) and its subcommittees on:

- Plan Bay Area 2050+
- One Bay Area Grant (OBAG) Program
- Regional Zero Emission Transit Transition Strategy
- New and ongoing state and federal programs
- 2026 Regional Transportation Improvement Program (RTIP)
- 2025 Transportation Improvement (TIP) Program
- Performance metrics and targets
- Transit sustainability
- Short-Range Transit Plans (SRTP)
- Transit Priority Policy for Roadways (TPPR)
- Fund programming and project delivery
- Active Transportation Plan
- CTC program updates and allocation plan
- Bipartisan Infrastructure Law Transit Program
- Transit Capital Priorities
- Regional Measure 2 and 3 Programs
- Safe Routes to Transit/Bay Trail Program

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Conduct Partnership Board Meeting(s)	Staff	Meeting Packets Meeting Minutes (ongoing)	FHWA PL/ General Fund	07/01/26	06/30/27
2	Conduct Transit Finance Working Group Meetings	Staff	Meeting Packets Meeting Minutes (ongoing)	FHWA PL/ General Fund	07/01/26	06/30/27
3	Conduct Joint Local Streets and Roads/Programming and Delivery Working Group Meetings	Staff	Meeting Packets Meeting Minutes (ongoing)	FHWA PL/ General Fund	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

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

G. Federal Planning Factors Addressed

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

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

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

Project Managers: Chirag Rabari and Michael Meehan

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 2,609,002
Benefits	1,399,268
Indirect	2,227,006
Consultants	5,197,241
Total Expenses	\$ 11,432,517

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ 722,402
<i>Toll Credit Match</i>	82,860
Federal Highway Administration Planning (FHWA PL) (FY 2025-26) (Carryover)	3,530,172
<i>Toll Credit Match</i>	404,911
Federal Transit Administration (FTA) 5303 (FY 2026-27)	450,000
<i>Toll Credit Match</i>	51,615
Federal Transit Administration (FTA) 5303 (FY 2025-26) (Carryover)	242,673
<i>Toll Credit Match</i>	27,835
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	1,451,820
<i>Toll Credit Match</i>	166,524
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2026-27)	1,297,911
<i>Local Match - General Fund</i>	168,158
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2025-26) (Carryover)	2,074,953
<i>Local Match - General Fund</i>	268,832
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2024-25) (Carryover)	230,128
<i>Local Match - General Fund</i>	29,816
General Fund	965,652
Total Revenues	\$ 11,432,517

Federal Share

55.96%

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

B. Project Description

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

Plan Bay Area Context

A joint project of MTC and ABAG, Plan Bay Area is adopted by both the Commission and the ABAG Executive Board. The original Plan Bay Area was adopted in July 2013, Plan Bay Area 2040 was adopted in July 2017, and Plan Bay Area 2050 was adopted in October 2021 and amended in November 2024. Most recently, Plan Bay Area 2050+, a limited and focused plan update, was adopted in March 2026. Beginning in 2026, Plan Bay Area 2060 will be a significant undertaking and constitute a major update to this long-range regional plan. Plan Bay Area 2060 will be developed in consultation with a wide range of partners, including federal, state, regional, county, local and tribal governments, as well as community organizations, stakeholders and the public.

A key component of Plan Bay Area is robust partner and community engagement. MTC and ABAG strive to meaningfully engage those affected by its policies, actions and decisions, and tailor engagement efforts to the appropriate respective audience — from Federal Land Management Agencies (FLMAs) to communities with low incomes, from persons with disabilities to bicycle and pedestrian advocacy organizations. Key in-person or virtual workshops and other engagement forums will actively solicit participation from these stakeholders to help shape strategies, implementation actions and identify environmental analysis priorities during the development of Plan Bay Area.

Furthermore, MTC is committed to cultivating and growing collaborative partnerships with FLMAs to ensure that federal land management is incorporated into the regional planning process. MTC-ABAG staff have held coordination meetings with staff at FHWA and met directly with FLMA partners who support public lands and trails in the nine-county Bay Area, integrating their feedback into Plan Bay Area 2050+. MTC will aim to further build relationships with and engage the following relevant agencies as work on Plan Bay Area 2060 commences:

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

Regional Housing Needs Allocation Context

The Regional Housing Needs Allocation (RHNA) is a state-mandated process integrated with the development of Plan Bay Area 2060. RHNA would serve as the optional Housing Coordination Plan authorized by the Infrastructure Investment and Jobs Act (IIJA), fulfilling federal standards and resulting in a strategy to meet regional housing needs. As part of the RHNA process, ABAG works with local governments and other stakeholders to develop a methodology to determine the number of housing units, by income category, that each county, city and town in the Bay Area must plan for in its Housing Element. The methodology considers regional goals for the integration of housing, transportation and employment.

Developed concurrently with Plan Bay Area 2060, the RHNA process will fulfill the provisions of federal law and is, therefore, an eligible use of federal planning funds. The following sections demonstrate how each provision in federal law would be fulfilled by the RHNA process:

Overall Process (consistent with 23 U.S.C. § 134(k)(4)(A))

Plan Bay Area 2060 will address “the integration of housing, transportation, and economic development strategies” as specified in statute; doing so cooperatively with RHNA’s eight-year housing planning ensures “effective integration” of housing and transportation goals, again aligned with federal law. Plan Bay Area 2060 will develop a growth pattern for housing and jobs considering the region’s current and future transportation infrastructure, and in turn, that growth pattern will inform the RHNA process. Finally, by developing Plan Bay Area 2060 and RHNA concurrently using similar growth assumptions and objectives, the Bay Area will be able to better align near-term and long-term planning across housing and transportation.

Consultation and Coordination (consistent with 23 U.S.C. § 134(k)(4)(B))

In all phases of the RHNA and Plan Bay Area 2060 processes, stakeholder consultation and coordination will be an important priority, including with “applicable State and local entities” as specified in code. In FY 2026-27, the RHNA process will be focused both on engagement and coordination with relevant state agencies on development of the Regional Housing Need Determination (RHND), as well as preparing for the FY 2027-28 launch of the Housing Methodology Committee (HMC) comprised of local jurisdictions, local elected officials, and housing policy experts from the public, private and non-profit sectors.

In future fiscal years, the RHNA process will involve development of a methodology to allocate growth to different jurisdictions in the region, in collaboration with local and state agencies, prior to plan finalization. Additional context on the overarching Plan Bay Area 2060 process can be found in the FY 2026-27 OWP, with discrete opportunities for public and stakeholder engagement to be further delineated in MTC’s 2026 Public Participation Plan currently under development.

Housing Coordination Plan (consistent with 23 U.S.C. § 134(k)(4)(C))

The three-year RHNA process will culminate with adoption of a final RHNA Plan informed by Plan Bay Area 2060; this plan will advance the six goals suggested in statute for a housing coordination plan (23 U.S.C. § 134(k)(4)(C)(ii)(I)). These goals align well with existing state law guiding the RHNA process, which requires RHNA to increase housing supply, promote efficient development, improve jobs-housing balance, manage vehicle miles traveled and thoughtfully integrate affordable housing.

By coordinating with the Plan Bay Area process, development of the RHNA plan will consider “housing and employment” as well as “transportation options that connect housing and employment,” in accordance with federal law (23 U.S.C. § 134(k)(4)(C)(ii)(II)). Additionally, by advancing RHNA in coordination with Plan Bay Area 2060, this will help link “land use management plans” (e.g., General Plans) that form the foundation of the Plan Bay Area growth framework with the ultimate allocations to determine the housing need that each local jurisdiction in the region must plan for in its Housing Element (23 U.S.C. § 134(k)(4)(C)(ii)(II)).

C. Project Products

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

The RHNA process lasts approximately three years, involving analysis and engagement with stakeholders. Products include staff memos, presentations and reports related to the integration of housing, transportation and employment aligned with key statutory milestones, including development of the proposed RHNA methodology, draft RHNA methodology, final RHNA methodology and draft allocations, appeals process and final RHNA Plan.

D. Previous Accomplishments and Links to Relevant Products

- **Plan Bay Area 2050+ Final Phase:**
 - Staff prepared the [Draft Plan Bay Area 2050+ Plan Document](https://planbayarea.org/draftplan), [Draft EIR](https://planbayarea.org/draftplan), [Draft Implementation Plan](https://planbayarea.org/draftplan), and supporting technical reports for public release on October 20, 2025. All related materials can be found here: <https://planbayarea.org/draftplan>.
 - Staff conducted the final round of public engagement, including a public comment period (October 20–December 18, 2025), as well as webinars, county presentations, and public hearings: <https://planbayarea.org/meetings-events/fall-2025-engagement>.
 - Staff received public testimony on Draft Plan Bay Area 2050+ at the Planning Committee meeting on November 14, 2025: <https://planbayarea.org/meetings-events/2025-11-14/mtc-planning-committee>.
 - The final plan was adopted by the Commission and ABAG Executive Board in March 2026. The [final Plan Bay Area 2050+ document](https://planbayarea.org/finalplan), [Implementation Plan](https://planbayarea.org/finalplan), and supporting technical reports are available here: <https://planbayarea.org/finalplan>. The Final EIR is available here: <https://planbayarea.org/2050-Plus/environmental-impact-report-eir>.
- **Transit 2050+ Report:** Transit 2050+ undertook a comprehensive update of the transit-related strategies in parallel with Plan Bay Area 2050+. The planning effort was co-led by MTC and transit agency staff. The Final Transit 2050+ Network, which included both transit strategies and projects, was approved as part of the Plan Bay Area 2050+ Final Blueprint. The Final Transit 2050+ Report, “A New Vision for the Bay Area’s Transit Network”, was approved in March 2026: <https://planbayarea.org/digital-library/proposed-final-transit-2050-plus-reportpdf>
- **Plan Bay Area 2060 Visioning:** Conducted an internal reflection and visioning process to identify key successes, challenges, and opportunities from Plan Bay Area 2050+ implementation to inform development of Plan Bay Area 2060. Developed a preliminary scope, work plan, and schedule for Plan Bay Area 2060 in advance of dialogue with key stakeholders in spring and summer 2026 to solidify and finalize scope prior to Plan kickoff; presented to stakeholders including the MTC-ABAG Community Advisory Council for feedback in spring 2026: <https://mtc.ca.gov/meetings-events/mtc-abag-community-advisory-council-2026-05-01t170000>
- **Public Participation Plan:** Planning and preparation for development of the Public Participation Plan for Plan Bay Area 2060: <https://planbayarea.org/get-involved/public-participation-plan>
- Deliverables from these previous accomplishments include regular committee memos and presentations, such as those presented to the MTC Planning Committee and the ABAG

Administrative Committee. Past meeting materials can be found here: <https://mtc.ca.gov/about-mtc/committees/standing-committees/planning-committee#past>.

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Review and analyze proposed bills and regulations on long-range planning processes at the federal and state levels (Frequency depends on quantity of bills and regulations)	Staff	Staff memos and presentations on state and federal legislation (as needed)	FHWA PL/FTA 5303	07/01/26	06/30/27
2	As needed, develop amendment(s) and administrative modification(s) to Plan Bay Area 2050+ (Task will only occur if the Commission requests an amendment or administrative modification)	Staff/ Consultant (TBD)	Administrative amendments (as needed)	FHWA PL/FTA 5303	07/01/26	06/30/27
3	Finalize Public Participation Plan for Plan Bay Area 2060	Consultant* (Kearns & West)	Public Participation Plan for Plan Bay Area 2060	General Fund	07/01/26	09/30/26
4	Implement Plan Bay Area 2060 communications strategy and program	Consultant* (TBD)	Plan Bay Area 2060 e-newsletter, e-blasts, website updates, web stories, press releases, etc. (ongoing)	General Fund	07/01/26	06/30/27
5	Engage with state and county partners to ensure compatibility between Plan Bay Area strategies and state and county-wide initiatives, including collaboration with County Transportation Agencies on relevant plans and relevant stakeholders on plan consistency determinations (Frequency anticipated to be multiple times per quarter)	Staff	Engagement in meetings with state, county, and local partners (as needed)	FHWA PL/FTA 5303	07/01/26	06/30/27
6	Track progress on Plan Bay Area 2050+ implementation leveraging Vital Signs metrics and Implementation Plan annual updates	Staff/ Consultant (TBD)	Plan Bay Area 2050+ Implementation Plan annual update committee memo Plan Bay Area 2050+ Vital Signs metrics webpage	General Fund	07/01/26	04/15/27

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
7	Engage in outreach with technical stakeholders through a variety of mechanisms and elected officials through relevant MTC-ABAG committees as part of Plan Bay Area 2060	Staff	Staff memos, presentations, and technical reports (as needed)	General Fund	07/01/26	06/30/27
8	Conduct an assessment of existing conditions to build a shared understanding of regional priorities for the Plan Bay Area 2060 planning process	Staff	Staff memos, presentations, and technical reports (as needed)	General Fund	07/01/26	03/31/27
9	Conduct research and policy analyses to develop a white paper on the Regional Growth Framework to inform the Plan Bay Area 2060 planning process	Staff/ Consultant (TBD)	Staff memos, presentations, and technical reports (as needed)	General Fund / STBG	07/01/26	06/30/27
10	Staff will review the regionwide Congestion Management Process (CMP), explore opportunities for updates, and identify potential refinements through a white paper	Staff	Staff memos, presentations, and technical reports (as needed)	FHWA PL	07/01/26	06/30/27
11	Conduct scenario planning to facilitate regional conversation on key policy decisions anticipated for Plan Bay Area 2060	Staff	Scenario planning memo, presentations, and technical reports (as needed)	FHWA PL	10/01/26	06/30/27
12	Refresh the performance assessment framework in preparation for analyzing the performance of projects and/or strategies in Plan Bay Area 2060	Staff	Performance framework memo, presentations, and technical reports (as needed)	FHWA PL	07/01/26	06/30/27
13	Estimate forecasted revenues and financial needs for transportation, housing, and the environment for use in Plan Bay Area 2060 development	Staff/ Consultant (TBD)	Revenue forecast memos, presentations, and technical reports (as needed)	FHWA PL/ General Fund	09/01/26	06/30/27
14	Prepare for a preliminary Call for Transportation Projects to solicit project proposals from partner agencies for Plan Bay Area 2060	Staff	Draft template for soliciting transportation project information	FHWA PL	04/01/27	06/30/27
15	Develop technical methodology for quantifying GHG reduction in Plan Bay Area 2060 as part of ongoing engagement with the California Air Resources Board	Staff	First draft of GHG technical methodology memo	General Fund	07/01/26	06/30/27

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
16	Engage with local governments and housing stakeholders regarding regional housing needs	Staff/ Consultant (TBD)	Staff memos and presentations Subregion MOUs	FHWA PL	07/01/26	06/30/27
17	Consult with state on regional housing needs	Staff/ Consultant (TBD)	Staff memos and presentations	FHWA PL	01/01/27	06/30/27

*Plan Bay Area engagement and communications staff costs are covered under Work Element 1112; consultant costs are covered under Work Element 1121.

F. Anticipated Future Activities (FY 2027-28)

- Complete analytical and policy-related tasks that feed into the development of Plan Bay Area 2060, potentially including scenario planning, performance evaluation, and policy papers, prior to launch of a Blueprint phase.
- Continue Plan Bay Area 2060 public and stakeholder engagement.
- Develop annual Plan Bay Area 2050+ Implementation Plan progress update.
- Finalize Regional Growth Forecast methodology and publish draft Regional Growth Forecast.
- Ongoing updates to and implementation of the Congestion Management Process (CMP).
- Continue consultation with the state on regional housing needs.
- Work with the Housing Methodology Committee to develop the proposed RHNA allocation methodology to meet regional housing needs.

G. Federal Planning Factors Addressed

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

FY 2026-27 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2026-27, SB 1 Planning Formula Funds (26-27) will support ongoing and upcoming work on the Regional Growth Forecast Methodology for Plan Bay Area 2060, off-model calculators and white paper development on topics of regional interest, including the long-range plan's land use growth framework as well as the regional economy.

The Regional Growth Forecast Methodology, last updated for Plan Bay Area 2050, will be revised for use in the development of Plan Bay Area 2060. This methodology update will include engaging a technical advisory committee of economic experts. During FY 2026-27, work will commence to research and analyze factors relevant to the Bay Area economy and demographics, and the technical advisory committee will be convened. White papers and off-model climate calculators will also help fulfill and exceed statutory requirements for the long-range planning process.

SB 1 Planning Formula Funds (26-27) will also support public and stakeholder engagement for Plan Bay Area 2060, including digital promotion, ongoing website maintenance, and engagement with community-based organizations on the development of the long-range plan.

B. Project Products

Plan Bay Area 2060 Regional Growth Forecast Methodology development is expected to commence in FY26-27 and continue into FY27-28. Deliverables over the course of the project would include interim and final staff memos and presentations, technical advisory group meeting materials, and a draft methodology memo.

Off-model climate calculators will fulfill a similar role as in Plan Bay Area 2050+, helping to quantify GHG emission reductions for strategies like Strategy EN8 (Transportation Electrification) and Strategy EN9 (Travel Demand Management), while development of white papers will explore current & future policy challenges facing the Bay Area.

C. Previous Accomplishments

- Began research, engagement, and work planning for EPC Refresh Phase One Evaluation in winter 2026 due to staff capacity constraints in prior months; tasks for this project will utilize FY2025-26 SB 1 Funds and work products are anticipated in FY2026-27
- Submitted final off-model calculator spreadsheets to CARB as part of the formal submission of the long-range plan/SCS for CARB regulatory review; for more information please see the section "Off-Model Calculators" of pages 101-125 of the Final Plan Bay Area 2050+ Forecasting and Modeling Report: <https://planbayarea.org/digital-library/final-plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf>.

D. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Conduct analyses on the Bay Area economy and demographics, including but not limited to analyses with the REMI PI+ economic model, to develop a Regional Growth Forecast Methodology for Plan Bay Area 2060	Staff & Consultant (TBD)	Memos and presentations (as needed) Regional Growth Forecast technical advisory group meeting materials	SB 1/ General Fund	07/01/26	06/30/27
2	Conduct research and policy analyses to develop white papers on long-range plan's land use growth framework as well as the regional economy, as relevant to Plan Bay Area 2060	Staff & Consultant (TBD)	Staff memos, presentations, and technical reports (as needed)	SB 1/ General Fund	07/01/26	06/30/27
3	Develop technical tools for quantifying GHG reduction resulting from Plan Bay Area 2060 strategies that fall outside the travel model	Staff & Consultant (TBD)	Climate off-model calculators and technical reports (as needed)	SB 1/ General Fund	07/01/26	06/30/27
4	Conduct Plan Bay Area 2060 engagement	Consultant (TBD)	Public engagement findings memo and presentation	SB 1	09/01/26	06/30/27
5	Develop and deploy digital promotion for Plan Bay Area 2060	Consultant (TBD)	Memos and presentations (as needed)	SB 1	09/01/26	06/30/27
6	Perform ongoing maintenance for the Plan Bay Area website	Consultant (Peak Digital)	Memos and presentations (as needed)	SB 1	07/01/26	06/30/27

FY 2025-26 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds**A. Project Description**

In fiscal year 2026-27, SB 1 Planning Formula Funds (25-26) will support staff efforts to make updates to the Equity Priority Communities (formerly referred to as Communities of Concern) framework used in current and future Plan Bay Area iterations, as well as by MTC-ABAG and partners for funding and operations purposes. SB 1 Planning Formula Funds will also support overall project management duties for the long-range regional plan, as well as staff efforts to finalize off-model calculators to calculate the emission-reduction benefits of key climate-related strategies included in Plan Bay Area 2050+ to achieve

emissions reductions targets set by the state. Additionally, SB 1 funding will support any remaining technical clarifications for finalizing the Growth Geographies for Plan Bay Area 2050+.

B. Project Products

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

C. Previous Accomplishments

- Finalized updated Equity Priority Communities data layer leveraging 2018 American Community Survey (ACS) data and 2022 ACS data, leveraging existing board-approved methodology for identifying EPCs: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities/mtcabags-plan-bay-area-2050-equity-priority-communities-update>
- Began research, engagement, and work planning for broader EPC Refresh Phase One Evaluation in winter 2026 due to staff capacity constraints in prior months; work products for this effort are anticipated in FY2026-27
- Developed EPC Refresh Phase One Evaluation Project Charter to help align projects with the agency's Strategic Framework and Equity Platform while fostering cross-sectional collaboration.
- Managed overall work plan and schedule for Plan Bay Area 2050+: <https://planbayarea.org/about/timeline-key-phases-plan-bay-area-2050>
- Completed off-model calculator updates to support Draft and Final Blueprint Analysis for Plan Bay Area 2050+, allowing MTC-ABAG to accurately forecast projected GHG emissions reductions from select Blueprint climate strategies and also address feedback and requests from CARB regarding off-model technical methodologies: https://planbayarea.org/sites/default/files/meetings/attachments/6323/7aii_25_0589_PowerPoint_Attachment_A_Final_Blueprint_Outcomes.pdf?cb=274c2e0b#page=12
- Received approval from policymakers to proceed with revised Growth Geographies as part of Plan Bay Area 2050+ Final Blueprint action item: <https://mtc.ca.gov/digital-library/5038664-9av-24-1550-attachment-d-final-blueprint-growth-geographies>
- Responded to CARB feedback on off-model calculators to calculate the emissions reduction benefits of key climate-related strategies in Plan Bay Area 2050+ Environment Element: <https://mtcdrive.box.com/s/y6yn3fytl978qnu38kpga392fag7cf0>

D. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Complete background research on EPC framework and conduct needs assessment/evaluation to understand the needs of stakeholders	Staff & Consultant (TBD)	Memos, presentations, maps and/or data analyses, needs assessment report	SB 1/ General Fund	07/01/25	12/31/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
2	Define a vision to guide the development of the new EPC framework and data tool and establish goals that will guide the planning, development and design process	Staff & Consultant (TBD)	Project vision and goals	SB 1/ General Fund	07/01/25	06/30/27
3	Engage stakeholders in a codesign process and refine the reenvisioned EPC framework/tool to ensure user needs are met	Staff & Consultant (TBD)	Memos, presentations, maps and/or data analyses, design prototypes	SB 1/ General Fund	07/01/25	06/30/27
4	Respond to and address relevant CARB feedback on off-model calculators to calculate the emissions reduction benefits of key climate-related strategies in Plan Bay Area 2050+ Environment Element (complete as of winter 2026)	Staff & Consultant (ICF)	Off-Model Calculator Spreadsheets Correspondence with CARB	SB 1/ General Fund	07/01/25	06/30/26

FY 2024-25 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2026-27, SB1 Planning Formula Funds (FY 24-25) will support staff efforts to make updates to the Equity Priority Communities (formerly referred to as Communities of Concern) framework used in current and future Plan Overall Work Program for the San Francisco Bay Area Page | 86 Bay Area iterations, as well as by MTC-ABAG and partners for funding and operations purposes. SB 1 Planning Formula Funds will also support overall project management duties for the long-range regional plan, as well as staff efforts to finalize off-model calculators to calculate the emission-reduction benefits of key climate-related strategies included in Plan Bay Area 2050+ to achieve emissions reductions targets set by the state. Additionally, SB1 will support any remaining technical clarifications for finalizing the Growth Geographies for Plan Bay Area 2050+. Plan Bay Area is the long-range fiscally constrained regional plan for transportation, housing, the economy and the environment, updated every four years. Developed in compliance with federal and state regulations and guidelines, it satisfies RTP and SCS requirements for the nine-county San Francisco Bay Area. Plan Bay Area is updated in consultation with federal, state, regional, county, local and Tribal governments, as well as community organizations, stakeholders and the public. The Equity Priority Communities (EPC) refresh will explore potential revisions to the EPC methodology and framework. This refresh will support the “Equity and Justice⁴⁰ in Transportation Planning” federal planning emphasis area by working to advance racial equity and support for underserved and disadvantaged communities.

B. Project Products

Presentations, memoranda, maps, data layers and approved Commission resolutions.

C. Previous Accomplishments

Developed new Equity Priority Communities data layer using new 2022 American Community Survey (ACS) data and existing approved methodology; managed overall work plan and schedule for Plan Bay Area 2050+; completed initial off-model calculator updates to support Incremental Progress Analysis (IPA) for Plan Bay Area 2050+; received approval from policymakers to proceed with revised Growth Geographies as part of Plan Bay Area 2050+ Draft Blueprint action item.

D. Work Plan (FY 2024-25)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop options for future Equity Priority Communities framework and seek input from stakeholders.	Staff & Consultant (TBD)	- Memos - Presentations - Maps and/or data analyses (as needed)	SB 1/ General Fund	07/01/24	06/30/27
2	Develop, manage, and monitor progress on the overall work plan and schedule for Plan Bay Area 2050+ (completed winter 2026)	Staff	- Memos - Presentations	SB 1/ General Fund	07/01/24	3/31/26
3	Finalize off-model calculators to calculate the emissions reduction benefits of key climate-related strategies in Plan Bay Area 2050+ Environment Element (completed winter 2026)	Staff; Consultant (ICF)	- Calculator spreadsheets - Memos (as needed) - Presentations (as needed)	SB 1/ General Fund	07/01/24	3/31/26
4	Finalize Growth Geographies for Plan Bay Area 2050+ (completed winter 2025)	Staff & Consultant (ICF)	- Memos (as needed) - Maps and/or data analyses (as needed)	SB 1/ General Fund	07/01/24	1/31/25

Work Element 1122: Leverage Data and Mapping to Advance Planning, Policy and Decisions

Project Manager: Michael Ziyambi

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 1,174,809
Benefits	630,076
Indirect	1,002,795
Consultants	774,999
Total Expenses	\$ 3,582,679

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ 1,372,646
<i>Toll Credit Match</i>	157,442
Federal Highway Administration Planning (FHWA PL) (FY 2025-26) (Carryover)	197,401
<i>Toll Credit Match</i>	22,642
Federal Transit Administration (FTA) 5303 (FY 2026-27)	247,716
<i>Toll Credit Match</i>	28,413
General Fund	1,764,916
Total Revenues	\$ 3,582,679

Federal Share

50.74%

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

B. Project Description

Note: Prior to FY26-27, data analysis and modeling were included in a single work element (WE 1122). To better reflect the growing portfolio of work in this space and the distinct teams and projects related to data and modeling, WE 1122 now focuses on analytical data tools to support all agency programs, while WE 1123 is focused on forecasting, modeling and survey data collection and analysis, and primarily supports planning activities.

This work element focuses on developing and implementing an enterprise-level data strategy that establishes the foundation for the stewardship and accessibility of key agency and regional datasets, enabling the development of geospatial, analytical and visualization tools in support of a wide range of agency projects and programs in planning and policy. The data strategy incorporates data governance policies, standards, documentation and quality controls, ensuring that master datasets are reliable, well-managed, and accessible for consistent, transparent, and high-quality analysis and decision-making.

These datasets are used in the development of a broad range of analytical and visualization tools, including:

- Online maps and geospatial tools that enable interactive visualization of agency and regional datasets
- Business intelligence and analytics platforms that support in-depth exploration and analysis of critical datasets
- Web mapping applications and portals that provide targeted access for specific use cases or stakeholder needs
- Additional visualization tools that facilitate interactive data exploration, reporting and insight generation

The data strategy and analytical tools advance a wide range of agency planning and policy projects and programs, including support for:

- State-mandated initiatives, such as California Senate Bill 375, enabling the agency to quantify and visualize the impact of transportation projects and policies on greenhouse gas emissions.
- Equity analyses that ensure compliance with federal and state requirements, including Title VI.
- Plan Bay Area and long-range regional planning initiatives, providing data-driven insights to inform scenario analysis, investment decisions, and policy development.

C. Project Products

- Open Data Portal: <http://opendata.mtc.ca.gov/>
- Bay Area Spatial Information System (BASIS): <https://basis.bayareametro.gov>
- Bay Area TOC Policy Implementation Portal: <https://toc.mtcanalytics.org>
- Housing and Land Use Viewer (HLUV): <https://housing.abag.ca.gov/>
- Vital Signs Data and Website: <https://www.vitalsigns.mtc.ca.gov/>
- Complete Streets Checklist: <https://complete-streets.mtcanalytics.org>

D. Previous Accomplishments and Links to Relevant Products

- Provided ongoing support of MTC's Vital Signs effort, implementing a streamlined data update process and deploying a number of updated indicators in FY25-26 (<https://vitalsigns.mtc.ca.gov>)
- Developed a complete update to the Bay Area Spatial Information System website user interface ready for deployment prior to the end of FY25-26 (BASIS: <https://basis.bayareametro.gov>)
- Updated and maintained housing database and Housing and Land Use Viewer Tool (HLUV: <https://housing.abag.ca.gov/>) to share maps and data associated with Bay Area Housing and Land Use Patterns
- Updated and maintained the Transit Oriented Communities (TOC) database and application portal to support housing and business development that is near to transportation, putting public transit in reach for more people and improving the quality of life in the Bay Area (<https://toc.mtcanalytics.org/>)
- Developed Complete Streets Checklist portal enabling project sponsors to complete, edit, review, download and submit checklists required by regional Complete Streets Policy and Transit Priority Policy for Roadways (<https://complete-streets.mtcanalytics.org>)

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will support agency planning activities with technical analysis, visual data summaries and web-based tools to facilitate collaboration, information collection and dissemination	Staff/ Consultant (Peak Digital)	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	FHWA PL/ FTA 5303/ General Fund	07/01/26	06/30/27
2	Staff will manage and maintain GIS base map databases used by Bay Area transportation agencies	Staff	Data, online tools (ongoing)	FHWA PL/ FTA 5303/ General Fund	07/01/26	06/30/27
3	Staff will manage, maintain and efficiently share all geospatial data associated with the Transportation Improvement Plan and Plan Bay Area	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	FHWA PL/ FTA 5303	07/01/26	06/30/27
4	Staff will continue to develop the BASIS regional land use database in support of housing and transportation planning coordination efforts; staff will collaboratively make available the updated BASIS data viewer to local jurisdictions to facilitate regional land use data updates in support of Plan Bay Area 2060	Staff/ Consultant (Peak Digital)	BASIS Regional Land Use Database (Zoning/ Existing/Planned Land Uses) Update BASIS data viewer (ongoing)	General Fund	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

- Continue supporting the data and analysis efforts of partner agencies by deploying tools and maintaining authoritative publicly available land use, housing and transportation datasets
- Continue developing regional parcel-level land use datasets in support of land use, housing and transportation related efforts
- Develop and release annual transit stops and routes database for 2027/2028, including key transit geographies used in support of the long-range plan
- Continue to maintain and update Bay Area Census Site with relevant data and information
- Continue to maintain and update key tools and platforms such as Vital Signs and BASIS

G. Federal Planning Factors Addressed

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

- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Work Element 1123: Advance Forecasting, Modeling and Survey Programs

Project Manager: Lisa Zorn

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 702,297
Benefits	380,671
Indirect	546,136
Consultants	2,956,366
General Operating Expenses	50,000
Total Expenses	\$ 4,635,470

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ 2,601,973
<i>Toll Credit Match</i>	298,446
Federal Highway Administration Planning (FHWA PL) (FY 2025-26) (Carryover)	25,000
<i>Toll Credit Match</i>	2,868
Federal Transit Administration (FTA) 5303 (FY 2026-27)	723,169
<i>Toll Credit Match</i>	82,947
Federal Transit Administration (FTA) 5303 (FY 2025-26) (Carryover)	141,303
<i>Toll Credit Match</i>	16,208
San Francisco County Transportation Authority	131,783
Santa Clara Valley Transportation Authority	200,000
U.S. National Science Foundation	300,000
General Fund	512,242
Total Revenues	\$ 4,635,470

Federal Share

81.79%

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

B. Project Description

Note: Prior to FY26-27, data analysis and modeling were included in a single work element (WE 1122). To better reflect the growing portfolio of work in this space and the distinct teams and projects related to data and modeling, WE 1122 now focuses on analytical data tools to support all agency programs, while WE 1123 is focused on forecasting, modeling and survey data collection and analysis, and primarily supports planning activities.

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

California Senate Bill 375 requires MPOs to develop a Sustainable Communities Strategy as part of the Regional Transportation Plan that meets GHG emission targets set by the California Air Resources Board. MTC, as the MPO, is required to use both analytical and visual tools to quantify and visualize the impact of transportation and land use strategies on GHG emissions. Furthermore, MTC uses the full complement of analytical tools, including the travel model, land use model, and survey data, to support analyses required under Title VI, as well as planning studies at the project, corridor, and regional scales, including airport access planning.

C. Project Products

- Model development documentation: <https://github.com/BayAreaMetro/modeling-website/wiki>
- The following web pages refer to the locations on GitHub where MTC staff have posted open-source code for modeling tools that are being developed and applied to perform analysis for other agency Project Products. GitHub (<https://github.com/>) is a hosting service for software development and code version control. Therefore, the web pages themselves are not Project Products meant for the public to digest. Rather, the staff's use of public GitHub repositories for storing this code is meant to enable fuller transparency of MTC's modeling tools and to enable greater collaboration with other agencies and consultants who work in this same space.
 - Travel Model 1, Travel Model 1.5-1.7: <https://github.com/BayAreaMetro/travel-model-one>
 - Travel Model 2.0, Travel Model 2.1: <https://github.com/BayAreaMetro/travel-model-two>
 - Travel Model 2.2 and after: <https://github.com/BayAreaMetro/tm2py>
 - Travel Model 2 Network Building: https://github.com/network-wrangler/network_wrangler and https://github.com/BayAreaMetro/mtc_wrangler
 - Developing, in cooperation with peer MPOs, an efficient, maintainable open-source activity-based travel model platform (ActivitySim: <https://activitysim.github.io/>)
- Transit Passenger Survey Documentation: <http://bayareametro.github.io/transit-passenger-surveys>
- Tools for Travel Diary Surveys: <https://github.com/BayAreaMetro/Travel-Diary-Surveys> and <https://github.com/BayAreaMetro/travel-diary-survey-tools>
- Census Tools for Planning: <https://github.com/BayAreaMetro/census-tools-for-planning>

D. Previous Accomplishments and Links to Relevant Products

- Completed Transit Passenger Surveys in FY 2025-26: BART, AC Transit & Dumbarton Express, Union City Transit & WestCAT.
 - BART final report: <https://mtcdrive.box.com/v/transit-survey-BART-2024>
 - Final reports to be added here when available: *AC Transit, Union City Transit and WestCAT reports expected in winter 2026; Marin reports expected in June 2026*
- Completed analysis using data from the 2023 Travel Diary Study, the first of our triennial effort to collect data on travel behaviors including working from home; the survey informs behavioral trade-offs for incorporation into travel modeling and

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

- Results presented to the MTC Planning Committee in January 2026; Committee Item: https://mtc.ca.gov/sites/default/files/meetings/attachments/6491/10ai_25_1401_Summary_Sheet_How_Travel_Changed_Pre_and_Post_Pandemic_Patterns_Travel_Diary_Surveys.pdf
- Presentation: https://mtc.ca.gov/sites/default/files/meetings/attachments/6491/10aii_25_1401_PowerPoint_How_Travel_Has_Changed_Pre_and_Post_Pandemic_Patterns_from_Travel_Diary_Surveys.pdf.
- Completed and released the Plan Bay Area 2050+ Final Forecasting and Modeling Report: <https://planbayarea.org/digital-library/final-plan-bay-area-2050-plus-forecasting-and-modeling-reportpdf>. Additional technical documentation:
 - Revised Technical Methodology (Version 4, Fall 2025): <https://planbayarea.org/digital-library/plan-bay-area-2050-plus-technical-methodology-memo-october-2025pdf>
 - Auto Operating Cost (AOC) Calculation Methodology: <https://planbayarea.org/digital-library/technical-methodology-memo-attachment-b-aoc-methodology-revised-february-2025pdf>
 - Work from Home (WFH) Exogenous Assumptions: <https://planbayarea.org/digital-library/technical-methodology-memo-attachment-c-wfh-assumptions-revised-february-2025pdf>
 - Model Sensitivity Tests: <https://planbayarea.org/digital-library/technical-methodology-memo-attachment-d-sensitivity-tests-october-2025pdf>
 - Forecasting and Modeling Data: <https://planbayarea.org/PartnerResources>

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will continue to perform ongoing Transit Passenger Surveys with identified operators.	Staff & Consultant (TBD)	Survey summary reports and/or databases for the following operators (contingent on budget): <ul style="list-style-type: none"> - FAST - Wheels (LAVTA) - Rio Vista Delta Breeze - SolTrans - Vacaville Transit - Sonoma County Transit - Santa Rosa CityBus - WETA Ferries 	FHWA PL/FTA 5303/General Fund	07/01/26	06/30/27
2	Staff, working with a consultant team and other partners, will conduct the 2026 Bay Area Travel Survey	Staff & Consultant (TBD)	Survey sample plan, draft survey instrument and mailing materials	FHWA PL/FTA 5303/General Fund/San Francisco	07/01/26	06/30/27

	to inform travel modeling, planning and research.			County Transportation Authority (SFCTA)/Valley Transportation Authority (VTA)		
3	Staff, in concert with a consultant team will continue to develop an update to the MTC travel model for the next Plan Bay Area and other applications	Staff & Consultant (WSP)	Incremental tagged release(s) of Travel Model 1.7+ and/or Travel Model 2.2+, including a model Calibration & Validation report (ongoing, contingent on budget and staffing)	FHWA PL/FTA 5303/General Fund/U.S. NSF POSE Grant	07/01/26	06/30/27
4	Staff will update the land use modeling tool (Bay Area UrbanSim or an alternative) for the next iteration of Plan Bay Area	Staff & Consultant (TBD)	Dependent on land use tool, this may include incremental tagged releases of BAUS and/or validation reports and presentations (ongoing)	General Fund	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

- Continue development and application of MTC/ABAG modeling tools (land use model and travel model) for Plan Bay Area 2060.
- Continue collecting data (transit passenger survey data and travel diary survey data) to ensure the accuracy and quality of analytical and modeling tools.
- Finalize Regional Growth Forecast methodology and publish draft Regional Growth Forecast for use in Plan Bay Area 2060 Blueprint process.

G. Federal Planning Factors Addressed

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

Work Element 1124: Mobility, Goods Movement and Pricing Studies

Project Managers: Anup Tapase and Adam Crenshaw

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 43,136
Benefits	23,134
Indirect	36,818
Total Expenses	\$ 103,088

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ 76,124
<i>Toll Credit Match</i>	8,731
Federal Highway Administration Planning (FHWA PL) (FY 2025-26) (Carryover)	26,964
<i>Toll Credit Match</i>	3,093
Total Revenues	\$ 103,088

Federal Share

100%

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

B. Project Description

Note: This revised work element brings together Work Element 1124 (Regional Goods Movement) and Work Element 1628 (Mobility and Pricing Studies) from the FY25-26 OWP as a single work element that captures MTC’s efforts to improve how people and goods move across the Bay Area and beyond. This work integrates corridor-level planning, goods movement planning, port and airport planning, megaregional coordination and emerging road pricing policy development to address system performance, reliability, equity, climate impacts, and economic competitiveness. By linking freight and passenger mobility, infrastructure funding and governance, and policy tools such as usage-based pricing, studies and coordination activities under this work element seek to support informed decision-making across local, regional, state, and megaregional scales.

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

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

MTC will continue to engage mega-regional coordination, in alignment with the Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study. MTC led the Study in coordination with San Joaquin Council of Governments, Sacramento Area Council of Governments, Association of Monterey Bay Governments (AMBAG), and Caltrans. The study was completed in June 2019, and MTC staff and partners continue to communicate and implement the study's findings, including identification and prioritization of project proposals for state funding programs. MTC will also continue to coordinate activities with the Megaregion Working Group, which is made up of representatives from MTC, the Sacramento Area Council of Governments (SACOG) and the San Joaquin Council of Governments (SJCOG). The Megaregion Working Group maintains a list of 12 key transportation projects to improve the movement of people and goods within the megaregion (the Megaregion Dozen). In 2024, two new projects were added to this list to replace projects that had secured full funding.

On an as-needed basis, MTC will convene the Regional Airport Planning Committee (RAPC) and support Seaport Planning activities. The San Francisco Bay Area Seaport Plan, developed by the San Francisco Bay Conservation and Development Commission (BCDC) in collaboration with MTC and with funding support from MTC, was finalized in November 2023 and informs project funding decisions. MTC will continue to participate in the Seaport Planning Advisory Committee to support ongoing coordination, implementation efforts, and to future updates to the plan (<https://www.bcdc.ca.gov/wp-content/uploads/sites/354/2024/03/seaport-plan.pdf>).

MTC will continue to advance road pricing actions identified in the Plan Bay Area 2050+ Implementation Plan (2026) and the implementation roadmap emerging from the Next Generation Bay Area Freeways Study (2025). The last two cycles of Plan Bay Area identified usage-based road pricing as a strategy to support mobility, climate and equity goals, including the state-mandated emissions reduction target. Work under this element will include continued collaboration and engagement with partner agencies, monitoring statewide developments, support for legislative actions as needed, and planning toward further studies to expand our collective understanding of pricing policy and its potential impacts.

C. Project Products

- Technical reports and planning studies that advance mobility goals
- Endorsements and letters of support for goods movement projects seeking state and federal discretionary funding sources
- Staff memos, presentations and meeting agendas and minutes as needed to advance road pricing planning actions, legislative actions and coordination with local, state and federal partners.

D. Previous Accomplishments and Links to Relevant Products

- Endorsements and letters of support for projects seeking funding through the 2024 Trade Corridor Enhancement Program.

- Participated in California Freight Advisory Committee meetings and Megaregion Working Group meetings: <https://mtc.ca.gov/about-mtc/committees/interagency-committees/megaregion-working-group>
- San Francisco Bay Area Seaport Plan (November 2023): <https://bcdc.ca.gov/wp-content/uploads/sites/354/2024/03/seaport-plan.pdf>
- Improving Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study (June 2019): <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/northern-california-mega-region-goods>
- Goods Movement Investment Strategy (January 2018): <https://mtc.ca.gov/news/mtc-adopts-10-year-investment-strategy-goods-movement>
- Regional Goods Movement Plan (February 2016): <https://mtc.ca.gov/planning/transportation/san-francisco-bay-area-goods-movement-plan>
- Freight Emission Reduction Plan (Fall 2017): <https://files.mtc.ca.gov/library/pub/29733.pdf>
- Regional Airport System Planning Analysis Update 2011 (September 2011): <https://mtc.ca.gov/digital-library/5135340-regional-airport-system-planning-analysis-2011-update>
- Bay Area Express Lanes Network 2021 Strategic Plan (April 2021) https://mtc.ca.gov/sites/default/files/Bay_Area_Express_Lanes_Strategic_Plan.pdf
- Next Generation Bay Area Freeways Study Final Report (December 2025) <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/next-generation-bay-area-freeways-study>
- Monitored CA Road Charge Technical Advisory Committee quarterly meetings and engaged with CALCOG and other Big 4 MPOs on the CA Transportation Choices Partnership Project
- Engaged with BAIFA Express Lanes staff in scoping Express Lanes Strategic Plan

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	<p>Support Statewide Goods Movement Planning and Funding Initiatives</p> <p>Continue to monitor and support statewide goods movement planning efforts and funding initiatives, including coordinating with local partners on prioritization of project proposals for new SB 1 funding programs and participation in the California Freight Advisory Committee.</p>	Staff	<p>Various plan and program status reports</p> <p>Meetings and meeting materials (as needed)</p>	FHWA PL	07/01/26	06/30/27

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
2	<p>Support Regional Goods Movement Planning and Implementation Efforts</p> <p>Support regional goods movement planning and implementation efforts, including Plan Bay Area implementation actions; participation in quarterly meetings of the regional Goods Movement Executive Team; participation in state, inter-regional, regional, and local goods movement planning activities; assistance for partner agencies in applications for state and federal funding for goods movement plans and projects.</p>	Staff	<p>Various plan and program status reports</p> <p>Meetings and meeting materials, and grant applications (as needed)</p>	FHWA PL	07/01/26	06/30/27
3	<p>Engage in Caltrans Comprehensive Multimodal Corridor Planning Efforts</p> <p>Participate in Technical Advisory Committees as needed</p>	Staff	<p>Comment letters</p> <p>(as needed)</p>	FHWA PL	07/01/26	06/30/27
4	<p>Coordinate with Caltrans and BAIFA on Road Pricing Related Efforts</p> <p>Coordinate with Caltrans for the potential development of the Managed Lanes System Plan and the Caltrans Statewide Express Mobility Action Plan; participate in efforts led by BAIFA Express Lanes staff on express lanes strategic planning.</p>	Staff	<p>Comment letters</p> <p>Staff memos</p> <p>(as needed)</p>	FHWA PL	07/01/26	06/30/27
5	<p>Support Statewide Road Charge/Mileage Based-User Fee Efforts</p> <p>Participate in quarterly Road Charge Technical Advisory Committee meetings and Statewide Roadway Pricing Working Group; coordinate with other Big 4 MPOs on related efforts, including the Mileage-Based User Fee & Incentives Pilot; monitor other relevant efforts.</p>	Staff	<p>Meeting Minutes</p> <p>(as needed)</p>	FHWA PL	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

- Continue monitoring the implementation of goods movement priority projects and track federal and state funding programs and opportunities to support project delivery, and begin scoping a future Goods Movement Plan update.
- Coordinate with local, state and federal agencies for further efforts that advance the implementation of road pricing in the Bay Area.
- Plan toward a second-stage study on road pricing strategies, in line with recommendations from the Next Generation Bay Area Freeways Study (2025).

G. Federal Planning Factors Addressed

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

Work Element 1125: Active Transportation Planning

Project Manager: Toshi Shepard-Ohta and Diane Dohm

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 381,898
Benefits	194,387
Indirect	319,272
Consultants	3,140,000
Total Expenses	\$ 4,035,557

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27) - Complete Streets Bipartisan Infrastructure Law	\$ 266,970
Federal Highway Administration Planning (FHWA PL) (FY 2025-26) - Complete Streets Bipartisan Infrastructure Law	229,574
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	799,013
<i>Toll Credit Match</i>	91,647
Exchange Fund	2,740,000
Total Revenues	\$ 4,035,557

Federal Share

32.10%

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

Surface Transportation Block Grant (STBG) and MTC Exchange funds include pass-through grants administered by MTC on behalf of partner agencies for local projects.

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

B. Project Description

This work element comprises contract management, technical assistance, planning and design, agency collaboration, and public outreach to support the implementation of two Plan Bay Area 2050+ strategies: “Build a Complete Streets Network” and “Advance Regional Vision Zero Policy through Street Design and Reduced Speeds.” Recent work includes the region’s first Active Transportation (AT) Plan, the updated Complete Streets Policy ([Resolution No. 4493](#)), and the [Regional Active Transportation Network](#), in accordance with [Caltrans Bay Area Bike Update Plan 2025](#) and [District 4 Pedestrian Plan for the Bay Area](#).

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

In fiscal year 2026-2027, staff will continue to implement the AT Plan 5-Year Implementation Plan. Key focus areas include:

- Managing the Active Transportation Technical Assistance Program (AT-TA) contracts and relationships with local agencies: <https://abag.ca.gov/technical-assistance/2024-climate-program-implementation-grants-program-overview>
- Managing the Bay Area Active Transportation and Vision Zero Regional Coordination and Knowledge Sharing” project to strengthen the local capacity to implement Complete Streets and Vision Zero/Safety projects
- Supporting and educating local agencies on the new Complete Streets Policy Data Portal that hosts the Complete Streets Checklist and monitoring Complete Streets Checklist submissions and Complete Streets Policy compliance.

This work element fulfills the 2.5% PL Complete Streets requirement.

C. Project Products

- Regional meetings and trainings (e.g., ATWG meetings, workshops, and webinars)
- Regional active transportation technical assistance
- Regional active transportation plans and studies
- Outreach and engagement

D. Previous Accomplishments and Links to Relevant Products

- Hosted Active Transportation Working Group (ATWG) meetings: <https://mtcdrive.box.com/s/vtkw9yiq96mbem8w8ljoy27hsl5la8lp>
- Completed upgrading the Complete Streets Checklist to the MTC-hosted database, MTC Complete Streets Policy Data Portal: <https://complete-streets.mtcanalytics.org/>
- Completed 15 active transportation technical assistance projects with 13 project sponsors: <https://mtc.legistar.com/View.ashx?M=F&ID=12498201&GUID=6247288D-309A-404D-A8FA-8788AE78F493>
- Awarded and contracted 10 new active transportation technical assistance projects with 10 project sponsors: <https://mtc.ca.gov/funding/funding-opportunities/transit-oriented-communities-climate-program-implementation-grants>
- Conducted three peer exchanges, one best practice workshop, drafted the Vision Zero Framework, and kicked off the Project Performance Toolkit and Webinar task for the Active Transportation and Vision Zero project: <https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/active-transportation-vision-zero-regional-coordination-vz-project>

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Convene the Active Transportation Working Group (ATWG)	Staff	Quarterly staff reports, presentation, materials Quarterly meeting agendas and notes (ongoing)	FHWA PL	07/01/26	06/30/27
2	Manage contracts for the Active Transportation Design Technical Assistance Program	Staff & Consultants	Funding agreements for the Active Transportation Design Technical Assistance Program (ongoing)	FHWA PL/ STBG/ Exchange Fund	07/01/26	06/30/27
3	Manage the Active Transportation and Vision Zero Regional Coordination & Knowledge-Sharing Project	Staff & Consultants	Regional meetings, peer exchanges, workshops, toolkits, webinars, Vision Zero Strategy (ongoing)	FHWA PL/ STBG	07/01/26	06/30/27
4	Manage the Complete Streets Program, including checklist portal development, outreach and engagement with local agencies, and policy review for projects seeking regional discretionary funding or endorsement, as governed by MTC Complete Streets (Reso 4493) Policy	Staff	Review Complete Streets Checklists to ensure compliance with the policy (ongoing)	FHWA PL	07/01/26	06/30/27
5	Initiate procurement for the Complete Streets Policy Update	Staff & Consultant (TBD)	RFP/RFQ	FHWA PL/ STBG	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

- Complete two peer exchanges, two best practice workshops, and the project performance toolkit and webinar task for the Active Transportation and Vision Zero project:
<https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/active-transportation-vision-zero-regional-coordination-vz-project>
- Initiate procurement for the Regional Active Transportation Plan Update
- Initiate procurement for the Regional Active Transportation Network Update
- Continue to manage the Complete Streets Program, including checklist portal development, outreach and engagement with local agencies, and reviewing Complete Streets Checklists.
<https://complete-streets.mtcanalytics.org/catalog>
- Continue to convene the Active Transportation Working Group (ATWG) meetings

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight

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

Work Element 1127: Regional Trails

Project Managers: Toshi Shepard-Ohta, Nicola Szibbo and Diane Dohm

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 338,832
Benefits	181,724
Indirect	289,221
Consultants	3,051,677
General Operating Expenses	8,500
Total Expenses	\$ 3,869,954

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ 240,339
<i>Toll Credit Match</i>	27,567
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	506,450
<i>Toll Credit Match</i>	58,090
Bay Area Toll Authority (BATA) Regional Measure 3	1,000,000
Bay Area Toll Authority (BATA) Reimbursement	138,020
2% Transit Transfer	812,919
5% Transit Transfer	328,591
Exchange Fund	600,000
General Fund	243,635
Total Revenues	\$ 3,869,954

Federal Share

19.30%

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

B. Project Description

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

This work element also includes the integration of complete streets, all-ages-and-abilities design principles where trail systems meet on-street networks, and/or where the development of off-street trails and paths are not viable for a connected active transportation system. Coordination with Federal Land Management Agencies for the purpose of planning, designing and funding trail systems is a critical part of

this work element. Addressing prominent climate change and resilience issues for trails and participating in PEL processes, such as SR-37, is also integral to the work element. This work element includes the Bay Trail, and other regional trails/active transportation facilities; for clarity, it does not include the Water Trail or the PCA Program.

C. Project Products

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

D. Previous Accomplishments and Links to Relevant Products

- Coordinated major project improvements on SR-37 (interim and PEL), the West Oakland Link and the Vallejo Bay Trail/Vine Trail
- Maintained partnerships on regional and local planning related to sea level rise:
 - BCDC Regional Shoreline Adaptation Plan (RSAP): <https://www.bayadapt.org/regional-shoreline-adaptation-plan/>
 - Doolittle Adaptation Working Group: https://docs.google.com/document/d/1-fXhqQnzHQ0fTulfqFnJzf-Kt_qLIW9O-2yh0fRkb-4/edit?pli=1&tab=t.0
 - Carquinez Strait Scenic Shoreline (CSSLT) Working Group: <https://docs.google.com/document/d/153GpvJorXgNIPNpcdM6JDBt14Scex6av88GQHkZ4MBE/edit?tab=t.0#heading=h.fbrehop4pvq>
- Participated in the Bay Area Trails Collaborative (BATC) and the Collaboration for Regional Trails Initiative (CRTI) Maintained partnerships on Bay Trail outreach with organizations for annual and monthly events such as Bike to Wherever Days/Bike to Work Day <https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/bike-work-day>
- Continued regular contact and coordination with local and regional partners related to technical assistance on the Bay Trail: <https://abag.ca.gov/technical-assistance/2024-climate-program-implementation-grants#:~:text=Active%20Transportation%20Capital%20Design%20Technical,ready%20to%20move%20to%20construction>
- Provided administration, organizational, and dissolution support for the Bay Trail Non-Profit, including the Bay Trail Board; supported capacity-building for [Save the Bay](#) as the Bay Trail Board's selected successor nonprofit: <https://mtc.ca.gov/news/35th-anniversary-gala-marks-new-direction-bay-trail>
- Continued social media strategy implementation for Bay Trail social media accounts: <https://mtc.ca.gov/news/new-plan-maps-route-finishing-bay-trail>
- Promoted awareness through showcasing the Bay Trail on Open Road: <https://www.nbcbayarea.com/news/local/openroad/>

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Initiate the Bay Trail Data Strategy	Staff & Consultant (TBD)	RFP/RFQ (once)	STBG/General Fund	07/01/26	06/30/27
2	Manage the Bay Trail Needs and O&M Assessment	Staff & Consultant (Alta Planning & Design)	Conduct needs assessment and develop O&M guidance for Bay Trail system (once)	STBG/General Fund	07/01/26	06/30/27
3	Initiate the Bay Trail Equity Strategy (Phase III; Implementation Playbook)	Staff & Consultant (TBD)	RFP/RFQ (once)	Exchange Fund/General Fund	07/01/26	06/30/27
4	Continue to provide Bay Trail Technical Assistance	Staff	Local agency trail design and engineering guidance (as needed)	FHWA PL/STBG, BATA RM3/General Fund	07/01/26	06/30/27
5	Lead Regional Trails GIS Maintenance	Consultant (Alta Planning & Design)	Bay Trail navigational map and Bay Area Trails Collaborative (BATC) Network (ongoing)	5% Transit Transfer	07/01/26	06/30/27
6	Complete Trail-Oriented Design and Development Best Practices	Consultant (Street Plans)	Best practice research summary (once)	2% Transit Transfer	07/01/26	12/31/26
7	Initiate Regional Trails Data Evaluation	Consultant (TBD)	User datasets on major regional trail corridors (once)	5% Transit Transfer	07/01/26	06/30/27
8	Execute SFO Bay Trail Corridor Project	SamTrans	RFP/RFQ; funding agreement (once)	2% Transit Transfer	07/01/26	06/30/27
9	Promote awareness and conduct advertising and outreach for the Bay Trail	Staff	Public outreach and education products (ongoing)	5% Transit Transfer/General Fund	07/01/26	06/30/27
10	Continue engagement and coordination to support and enhance the Bay Trail	Consultant (Rails to Trails Conservancy)	Bay Trail Listserv Working group administration Education and outreach and briefings (ongoing)	BATA Admin Fund	07/01/26	06/30/27
11	Engage Collaboration for Regional Trails Initiative (CRTI)	Staff	Research deliverables (ongoing)	FHWA PL/General Fund	07/01/26	06/30/27
12	Initiate the Multimodal Trail Access Study	Consultant (TBD), Staff	Initiate procurement (once)	2% Transit Transfer/General Fund	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

- Promote and educate local agencies on the Bay Trail Gap Closure Implementation Plan: <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-gap-closure-implementation-plan>
- Complete the Bay Trail Needs Operations and Maintenance Assessment and deliver tasks
- Manage the Bay Trail Data Strategy, technical assistance and Bay Trail Equity Strategy Phase III Implementation Playbook
- Continue to update the regional trails spatial data and provide QA/QC for the spatial network
- Support and coordinate with the City of Fremont on the Marshlands Road Bay Trail project
- Grow and expand partnerships and support through the Bay Area Trails Collaborative (BATC) and the Collaboration for Regional Trails Initiative (CRTI)
- Secure funding for quick build improvement projects along major regional corridors
- Continue to provide trail planning and design technical assistance to local agencies, promote awareness and strengthen partnerships

G. Federal Planning Factors Addressed

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

Work Element 1128: Environment, Resilience and Hazards Planning

Project Manager: Michael Germeraad and Kate Lyons

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 78,967
Benefits	42,352
Indirect	67,405
Consultants	359,750
Total Expenses	\$ 548,474

Revenues	FY 2026-27 Budget
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	\$ 226,000
<i>Toll Credit Match</i>	25,922
Surface Transportation Block Grant (STBG) - New	75,000
<i>Toll Credit Match</i>	8,603
General Fund	247,474
Total Revenues	\$ 548,474

Federal Share

54.88%

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

B. Project Description

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

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

The following objectives drive the work of Work Element 1128 (Environment, Resilience and Hazards Planning):

- Incorporate resilience and conservation planning into long-range regional plans (e.g., Plan Bay Area 2060), and advance resilience and conservation actions outlined in the Plan Bay Area 2050+ Implementation Plan.
- Work to develop a regional land use pattern and transportation system which reduces the risk from natural and climate impacts and conserves vital natural ecosystems.
- Disseminate scientific information about climate impacts and ecosystems in an understandable and usable way that facilitates good planning and policy decisions.
- Provide resources for local governments to develop and implement hazard mitigation, climate adaptation, resilience, recovery and general plans.

C. Project Products

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

The work will support the incorporation of resilience planning into relevant long-range regional plans, maintenance of a Resilience Project List, produce guidance resources to support Bay Area cities and counties with implementation of environment and resilience priorities, and provide feedback on forthcoming state and federal agency environment and resilience regulations and programs.

Working with the San Francisco Bay Conservation and Development Commission (BCDC), MTC is developing a Sea Level Rise Adaptation Funding and Investment Strategy that will include a tool for sorting and tracking adaptation projects. The tool will identify the transportation assets each project protects or adapts, supporting future RTP prioritization and capital programming decisions. It will also include an Equity Priority Community (EPC) filter to highlight projects benefiting climate-vulnerable communities. The tool's project- and asset-level data will serve as indicators to track progress in strengthening regional transportation system resilience.

D. Previous Accomplishments and Links to Relevant Products

In fiscal year 2025-26, Plan Bay Area 2050+ conservation and resilience elements were finalized and documented, including the Resilience Project List (<https://planbayarea.org/digital-library/final-plan-bay-area-2050-plus-resilience-project-list-reportpdf>), an organized inventory of sea level rise adaptation projects and needs for the nine-county region. Additionally, implementation actions were identified as part of the Plan Bay Area 2050+ Implementation Plan (<https://planbayarea.org/digital-library/final-plan-bay-area-2050-plus-implementation-plan-reportpdf>) which identifies actions for MTC/ABAG to advance over the next five years to advance Plan strategies, including conservation and resilience ones.

Advancement of Strategy EN1: Adapt to Sea Level Rise continued to proceed with joint efforts with BCDC. MTC/ABAG staff have been actively engaged with BCDC to ensure planning consistency with their Regional Shoreline Adaptation Plans (RSAP) and are supporting BCDC with the development of a Sea Level Rise Adaptation Funding and Investment Strategy, a project that will make it easier to navigate adaptation project information in the nine-county region.

Staff developed, presented, and published wildfire and housing resources to support Bay Area jurisdictions navigate recent changes to wildfire hazard mapping in the region and understand updated codes and standards for wildfire-resilient development. All materials are available through the ABAG/MTC technical assistance portal: <https://abag.ca.gov/technical-assistance/wildfires-how-preserve-protect-housing-program-overview>.

In 2026-27, staff will continue to build on these milestones and support regional and local efforts that increase the resiliency of the Bay Area region.

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Coordinate resilience efforts across regional and state agencies including BCDC.	Staff	Coordination meeting agendas, presentations, and/or memos (as needed)	General Fund	07/01/26	06/30/27
2	Finalize and promote the Sea Level Rise Adaptation Funding and Investment Strategy and incorporate outcomes into Plan Bay Area 2060.	Staff/Consultant (BCDC)	Stakeholder engagement materials (agendas, presentations) Memos and/or Briefers (one time)	General Fund/STBG	07/01/26	12/31/26
3	Continue to implement Plan Bay Area 2050+ Strategy EN2 through regional collaboration and local resilient housing efforts.	Staff/Consultant (TBD)	Guidance Documents and/or Webpage Updates Presentations and/or Webinars (ongoing)	General Fund	07/01/26	06/30/27
4	Convene and coordinate Cross Agency Resilience Working Group to facilitate progress and tracking of the Sea Level Rise MOU.	Staff	Annual progress report on Interagency MOU	General Fund/STBG	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

- Advance implementation actions related to environmental strategies as part of Plan Bay Area 2050+ Implementation Plan.
- Build on technical assistance and research conducted in FY26/27 and continue to provide support to local governments working to implement residential seismic retrofit and wildfire home hardening programs in alignment with Plan Bay Area 2050+ strategy EN2; provide direct assistance to local government staff to support local policy and program development.
- Incorporate resilience and environment planning topics into Plan Bay Area 2060, including updating sea level rise adaptation project details in coordination with state, regional, and local partners to support the development of a draft Resilience Project List.

G. Federal Planning Factors Addressed

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

Work Element 1212: Performance Measurement and Monitoring

Project Manager: Elliot Huang

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 144,669
Benefits	77,589
Indirect	123,486
Consultants	330,000
Total Expenses	\$ 675,744

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ 345,744
<i>Toll Credit Match</i>	39,657
General Fund	330,000
Total Revenues	\$ 675,744

Federal Share

51.16%

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

B. Project Description

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

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

MTC works closely with Caltrans throughout the regional and state target-setting and performance monitoring processes required under the federal Transportation Performance Management program. Regional targets and performance data are shared with Caltrans based on the performance cycle specified in the federal statute, with MTC providing updates on targets and performance annually for performance measures on a one-year update cycle (PM1) and every two years for performance measures on a four-year update cycle (PM2 and PM3). Additionally, MTC provides annual performance related to transit safety and transit state of good repair, two additional sets of performance measures administered by the Federal

Transit Administration. Performance is reported through the sharing of MTC documentation (e.g., memos to the MTC Planning Committee) and the completion of Caltrans-provided forms requesting performance data and supplemental information such as the status of projects and programs related to performance areas.

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

Objectives

- Work with Bay Area partners and other stakeholders to identify performance measures related to transportation, land use, the environment, the economy, social equity and related issue areas for use in long-range planning and performance monitoring
- Disseminate important regional datasets through portals such as Vital Signs to track baseline indicators, increase access to data, and support the regional planning conversation
- Conduct performance assessments using a performance-based framework to support planning and programming decisions, including in Plan Bay Area, the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP); refer to Work Element 1121 for additional information on performance-based planning in Plan Bay Area, and Work Element 1512 for additional information on performance-based programming in the TIP
- Deploy and maintain national performance measures per federal performance-based planning and programming requirements
- Track regional performance towards identified Plan Bay Area metrics through performance monitoring data portals and reports

C. Project Products

- **Target Setting and Reporting:** Regular reports to Caltrans on regional progress toward federally mandated targets, including road safety, transit safety, transit asset management, infrastructure condition, freight movement and economic vitality, system reliability, and environmental sustainability.
- **CMAQ Reporting:** Baseline, Midpoint, and Full Performance Period Progress Reports on Congestion Management and Air Quality.
- **Plan Bay Area Performance Assessments:** Evaluation of the performance of RTP/SCS and major transportation projects considered for inclusion; refer to Work Element 1121 for additional information on performance-based planning in Plan Bay Area.
- **TIP/STIP Performance Assessments:** Evaluations of the performance of investments included in MTC's Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP); refer to Work Element 1512 for additional information on performance-based programming in the TIP.
- **Vital Signs Website and Data Maintenance:** Ongoing maintenance of the Vital Signs website to ensure its appearance, usability, functionality, and accessibility align with modern web development best practices. Regular updates to the data on the Vital Signs website to ensure content remains timely and relevant for users.

D. Previous Accomplishments and Links to Relevant Products

- Vital Signs performance monitoring website (regularly updated since 2015): <http://vitalsigns.mtc.ca.gov>
- Plan Bay Area 2050+ Performance Report (2026): <https://planbayarea.org/digital-library/proposed-final-plan-bay-area-2050-plus-performance-reportpdf> Final TIP Performance Assessment Report (2025): <https://mtc.ca.gov/funding/transportation-improvement-program/2025-tip>, and within the 2025 TIP Technical Appendix here: <https://mtc.ca.gov/digital-library/5033689-2025-tip-volume-3-technical-appendix>
- STIP Performance Assessment (since 2002; most recently in 2025). More information at: <https://mtc.legistar.com/gateway.aspx?M=F&ID=41b216b2-c0a3-4015-81c3-85fcf5825188.pdf>
- Federal Transportation Performance Monitoring Activities (ongoing since 2018). More information here: <https://www.vitalsigns.mtc.ca.gov/targets>, and here: <https://mtc.ca.gov/planning/transportation/federal-performance-targets>

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will identify 2027 federally required safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/ General Fund	07/01/26	02/28/27
2	Staff will identify 2027 federally required regional transit asset management targets in coordination with transit operators	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/ General Fund	07/01/26	04/30/27
3	Staff will identify 2027 federally required regional transit safety targets in coordination with transit operators	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/ General Fund	11/01/26	04/30/27
4	Staff will identify 2027 and 2029 federally required infrastructure condition performance targets (PM2) or commit to supporting statewide performance targets through planning and programming	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/ General Fund	07/01/26	12/31/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
5	Staff will identify 2027 and 2029 federally required reliability, freight, congestion, and environmental performance targets (PM3) or commit to supporting statewide performance targets through planning and programming	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/ General Fund	07/01/26	12/31/26
6	Ongoing technical maintenance of Vital Signs website and associated datasets	Consultant (Peak Digital)	Vital Signs website and datasets (ongoing)	General Fund	07/01/26	06/30/27
7	Develop CMAQ Performance Plan updates	Staff	2022-2025 Full Performance Period Report 2026-2029 Baseline Report	FHWA PL/ General Fund	07/01/26	10/01/26

F. Anticipated Future Activities (FY 2027-28)

- Staff will identify 2028 federally required road safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming
- Staff will identify 2028 federally required transit safety performance targets
- Staff will identify 2028 federally required state of good repair for transit asset targets
- Staff will continue to update and maintain the Vital Signs website
- Staff will assess the performance of the 2028 State Transportation Improvement Program (STIP) investments

G. Federal Planning Factors Addressed

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

Work Element 1310: Access and Mobility Planning and Programs

Project Manager: Drennen Shelton

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 499,689
Benefits	267,995
Indirect	426,526
Consultants	27,844,275
Total Expenses	\$ 29,038,485

Revenues	FY 2026-27 Budget
California Public Utilities Commission (CPUC)	\$ 250,620
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	176,457
<i>Toll Credit Match</i>	20,240
Surface Transportation Block Grant (STBG) - New	2,400,000
<i>Toll Credit Match</i>	275,280
State Transit Assistance (STA)	2,929,275
Exchange Fund	22,430,000
General Fund	852,133
Total Revenues	\$ 29,038,485

Federal Share

8.87%

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

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

B. Project Description

Coordinated Public Transit-Human Services Transportation Plan

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

Community Based Transportation Plans (CBTPs)

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

Community Action Resource and Empowerment (CARE) Program

The CARE Program is a capacity building, Technical Assistance, and participatory budgeting grant and implementation program supporting under-resourced communities (i.e., Equity Priority Communities, Priority Populations) in the nine-county Bay Area region. Staff works closely with CTAs, community-based organizations and other stakeholders to develop policy and funding guidelines to fund the implementation of projects in CBTPs, Coordinated Plan recommendations, and other livability-driven transportation initiatives to deliver local/regional outcomes. The CARE Program (redesigned Lifeline Transportation Program) sets aside funding for capacity building, technical assistance, participatory budgeting, and heightened community-based organization engagement.

FTA Section 5310 Funding Program

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

Regional Paratransit Trip Booking Pilot

The Regional Paratransit Trip Booking (RPTB) is an FTA funded project aiming to demonstrate an integrated regional software solution for booking cross-jurisdiction paratransit trips involving multiple paratransit service providers. Currently, adjacent agencies in the Bay Area follow a manual process of coordinating and booking regional paratransit trips in separate systems. It requires at least a couple of days of advanced notice, eligibility verification, specialized vehicles, and specific time of day availability. This complexity is increased when coordinating across service boundaries as drop-off/pick-up times must be coordinated considering transfer points and varying operational schedules and business rules of service providers. This RPTB software solution will streamline coordination among three participating agencies - VTA, EBP, and SamTrans - allows insight into the booking process for stakeholder agencies and provides proof-of-concept for regional paratransit trips.

Objectives

- Improve transit services and mobility in the region for older adults, individuals with disabilities, and low-income populations through recommended strategies in the Coordinated Public Transit-Human Services Transportation Plan and the Transit Transformation Action Plan accessibility initiatives (Actions 21-25).
- Improve mobility in the region's Equity Priority Communities (EPCs), as identified in Plan Bay Area 2050+.
- Understand the needs of different EPCs through community-based planning processes that result in clearly identified projects that will enhance access and mobility and can be funded.

- Advance high priority community-based, multi-sector transportation, housing, and climate initiatives that improve mobility via the Community Action Resource and Empowerment (CARE) Program.
- Support the efforts of the FTA Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which enhances mobility for seniors and people with disabilities by providing funds to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

C. Project Products

- Coordinated Public Transit-Human Services Transportation Plan: <https://mtc.ca.gov/sites/default/files/documents/2024-12/MTC-Coordinated-Plan-2024.pdf>
- Transit Transformation Action Plan Accessibility Initiatives (Actions 21-25): <https://mtc.ca.gov/operations/transit-regional-network-management/transformation-action-plan-accessibility-initiatives>
- Community-Based Transportation Plans: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/community-based-transportation-plans-cbtps>
- MTC Resolution No. 4604 Community Action Resource and Empowerment (CARE) Program Cycle 1 Guidelines, November 2023: https://mtc.ca.gov/sites/default/files/documents/2023-11/MTC_Resolution_4604.pdf
- Section 5310 program and regional list of applications: <https://mtc.ca.gov/sites/default/files/documents/2025-10/VAR210201-GL-FY20-25FTA5310.pdf?cb=0ebe17f5>
- The Regional Paratransit Trip Booking Pilot project will deploy software for paratransit operators' regional trip booking agents to book cross-jurisdiction trips from one single interface. This software is scheduled to be deployed in fall 2026.

D. Previous Accomplishments and Links to Relevant Products

- Coordinated Public Transit-Human Services Transportation Plan Update, 2024 and 2018; and Coordinated Plan implementation activities 2019-2024: www.mtc.ca.gov/coordinatedplan
- Community-Based Transportation Plans: To date, nearly 50 Community-Based Transportation Plans have been produced in total. Since 2022, 10 plans have been produced, with four more currently underway as of January 2026: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/community-based-transportation-plans-cbtps>
- Program guidelines for Lifeline Transportation Program Cycles 1-6: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/lifeline-transportation-program>
- Coordination with Caltrans and the region's subrecipients for the FY 22 & 23 Cycle of Section 5310: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/section-5310>

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Support the implementation of the Coordinated Public Transit-Human Services Transportation Plan recommendations	Staff	Resolution designating MTC as the local TNC Access fund administrator Regionwide forum(s) to discuss paratransit challenges (TAP Action 24); Report to the RNM Council on implementation of standardized paratransit eligibility practices (TAP Action 25) and on implementation of one-seat ride pilots (TAP Action 22)	General Fund/STA/CPUC	07/01/26	06/30/27
2	Designate Mobility Managers in each county to coordinate rides with transit serving people with disabilities, older adults and people with low incomes	Staff	Documentation report Designation of county-based mobility managers	General Fund/STA	07/01/26	06/30/27
3	Fund for one-seat paratransit ride pilots and develop cost-sharing policies for paratransit trips that require multiple transit agencies	Staff	Documentation report; transfer points maps and recommendations report.	General Fund/STA	10/01/26	6/30/27
4	Identify key paratransit challenges and recommend improvements	Staff	Recommendations report .	General Fund/STA	07/01/26	06/30/27
5	Implement recommendations from the Bay Area Paratransit Eligibility - Transformation Action Plan Action 25 report	Staff	Continue the implementation of recommendations and reports to the RNM Council	General Fund/STA	07/01/26	06/30/27
6	Monitor and review Community-Based Transportation Plans	Staff	Adopted plans on the MTC CBTP website (ongoing)	General Fund/STA	07/01/26	06/30/27
7	Develop and release CBTP Guidelines for 2026-2030 cycle	Staff	CBTP Program Guidelines (2026-2030) (once)	STBG	07/01/26	04/30/27
8	Develop and implement a grant program for participatory budgeting implementation activities under the CARE Program	Staff	Program guidelines and program of projects (once)	General Fund/STBG/Exchange Fund	07/01/26	06/30/27

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
9	Implement CARE project development technical assistance program for CBTP projects	Staff	Program of projects (once)	Exchange Fund	07/01/26	06/30/27
10	Implement CARE power-building and engagement, including Phase 2 grant implementation and Learning Action Lab	Staff	Program of projects (once) TA products (ongoing)	General Fund/ STBG/ Exchange Fund	07/01/26	06/30/27
11	Support Caltrans in the implementation of FTA 5310 by working with applicants and subrecipients	Staff	TA products (ongoing)	General Fund	07/01/26	06/30/27
12	Deploy an FTA funded Regional Paratransit Trip Booking pilot software in collaboration with East Bay Paratransit, VTA ACCESS, and SamTrans Redi-Wheels	Staff and consultant	Regional paratransit trip booking software	STA	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

- Support priority strategies identified in the Coordinated Public Transit-Human Services Transportation Plan
- Begin update of the 2028 Coordinated Plan
- Review new or updated CBTPs for communities identified as Equity Priority Communities (EPCs)
- Continue to implement, oversee, and assess CARE programs to advance the implementation of CBTPs, Participatory Budgeting, and Power-Building and Engagement
- Submit reports and other documentation to Caltrans as required, provide TA to 5310 project sponsors, and support project development in anticipation of the next 5310 cycle
- If the regional paratransit trip booking pilot software deployment is successful: put software into production and expand to additional paratransit operators

G. Federal Planning Factors Addressed

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

Work Element 1412: Transportation Conformity and Air Quality Planning

Project Manager: Adam Noelting

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 80,301
Benefits	43,067
Indirect	68,544
Total Expenses	\$ 191,912

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ 191,912
<i>Toll Credit Match</i>	22,012
Total Revenues	\$ 191,912

Federal Share

100%

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

B. Project Description

The transportation conformity process ensures that transportation-related (mobile source) emissions in federal nonattainment areas remain within the bounds needed to bring the state into compliance with the National Ambient Air Quality Standards (NAAQS) and promote public health goals outlined in the Clean Air Act. MTC is responsible for conducting the conformity process for the San Francisco Bay Area Air Basin, forecasting both regional and localized transportation emissions to determine if future emissions could delay the achievement of federal air quality standards. Transportation conformity ensures that transportation plans, programs, and projects “conform” to air quality standards by comparing projected mobile-source emissions with federal standards. The conformity process depends on federal, state, and local transportation and air quality agencies working together to meet the transportation conformity requirements facilitated through monthly interagency consultation at the regional Air Quality Conformity Task Force.

The Bay Area Air Basin is designated nonattainment by EPA for the 2015 8-hour ground level-ozone standard and the 2006 24-hour fine particulate matter (PM_{2.5}) standard. EPA first established the 8-hour ground-level ozone standard in 1997 at 0.08 parts per million (ppm), replacing the previous 1-hour ozone standard. The Bay Area was designated nonattainment for the 1997 standard effective June 15, 2004 (69 FR 23858). EPA later strengthened the 8-hour standard to 0.075 ppm in 2008 and to 0.070 ppm in 2015 to provide greater public health protection. Based on recommendations from CARB, EPA finalized area designations for the 2015 standard on June 4, 2018, classifying the Bay Area Air Basin as marginal

nonattainment, effective August 3, 2018 (83 FR 25776). The Bay Area Air Basin remains designated marginal nonattainment for both the 2008 and 2015 8-hour ground-level ozone standards.

To demonstrate transportation conformity, MTC conducts regional emissions analyses of PM_{2.5} and ground-level ozone precursors, including volatile organic compounds (VOC) and nitrogen oxides (NO_x), and demonstrates that emissions from the implementation of the Bay Area's long-range regional plan (Plan Bay Area) and Transportation Improvement Program (TIP) meet federal air quality requirements.

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

MTC also:

- Aids local communities in the region to develop their mobile source GHG emission inventories for their local Climate Action Plan (CAP) development by providing passenger and commercial vehicle VMT data to communities.
- Coordinates with CARB on the development of its regional emissions analysis and prepares model assumptions and analysis for use by CARB.
- Coordinates with ABAG and the Bay Area Air District on SIP preparation, updates, and implementation, including interagency consultation, regional emissions analyses, and conformity determination.
- Conducts air quality planning and policy analysis as needed to respond to federal and state air quality regulations.

C. Project Products

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

D. Previous Accomplishments and Links to Relevant Products

- Prepared transportation-air quality conformity analysis for PBA 2050+. See: <https://planbayarea.org/digital-library/final-plan-bay-area-2050-plus-transportation-air-quality-conformity-analysispdf>
- Prepared commercial VMT estimates for Union City, Livermore, and Alameda County for use in local climate planning activities in 2025. These analyses were completed for individual requests; similar requests are received periodically and are addressed on an ongoing, as-needed basis.
- Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes:
 - Thursday, July 24, 2025 - https://mtc.ca.gov/sites/default/files/documents/2025-07/AQCTF_Packet_07-24-2025.pdf
 - Thursday, August 28, 2025 - https://mtc.ca.gov/sites/default/files/documents/2025-08/AQCTF_Agenda_Packet_08282025.pdf
 - Thursday, September 25, 2025 - https://mtc.ca.gov/sites/default/files/documents/2025-09/AQCTF_Packet_09252025_REV.pdf
 - Thursday, October 23, 2025 - https://mtc.ca.gov/sites/default/files/documents/2025-10/AQCTF_Packet_10232025_REVISED.pdf
 - Thursday, December 4, 2025 - https://mtc.ca.gov/sites/default/files/documents/2025-11/AQCTF_Packet_12042025_Revised.pdf
 - Thursday, January 22, 2026 - https://mtc.ca.gov/sites/default/files/documents/2026-01/AQCTF_Agenda_Packet_01222026.pdf
 - Thursday, February 26, 2026 - <https://mtc.ca.gov/sites/default/files/documents/2026-02/AQ-TaskForceAgendaPacket02-26-26.pdf>
 - Thursday, March 26, 2026 - https://mtc.ca.gov/sites/default/files/documents/2026-03/AQCTF_Final_Agenda_Packet_03262026.pdf
 - Thursday, April 23, 2026 - https://mtc.ca.gov/sites/default/files/documents/2026-04/AQCTF%20Agenda_4-23-26.pdf

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will conduct interagency consultation on transportation conformity, PM _{2.5} project-level conformity, and other transportation air quality issues through MTC's Air Quality Conformity Task, which meets monthly.	Staff	Staff reports Air Quality Conformity Task Force meeting agendas, meeting materials (monthly)	FHWA PL	07/01/26	06/30/27
2	Staff will prepare transportation-air quality conformity analysis on plans (Plan Bay Area), programs (Transportation Improvement program), and any related amendments to those plans or programs, as needed.	Staff	Regional transportation –air quality conformity analysis (as needed)	FHWA PL	07/01/26	06/30/27

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
3	Staff will coordinate with the CARB on state air quality planning issues and emissions model development or update, as needed, including updating the regional emission analyses according to EPA requirements.	Staff	Technical memos Data exchanges (as needed)	FHWA PL	07/01/26	06/30/27
4	Staff will coordinate with the Bay Area Air District on federal air quality planning standards and on the development of the SIP (State Implementation Plan) to ensure regional compliance.	Staff	Meeting agendas Technical memos Data exchanges (as needed)	FHWA PL	07/01/26	06/30/27
5	Staff will plan, develop and prepare various air quality and climate protection policies and data estimation guidance in response to local, state and federal air quality and climate change planning needs, including updating and modernizing EMFAC documentation processes.	Staff	Passenger vehicle VMT summary tables Commercial vehicle VMT summary tables Caltrans' PeMS traffic data (ongoing)	FHWA PL	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

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

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns

Work Element 1413: Climate Initiatives

Project Manager: Krute Singa

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 878,477
Benefits	471,148
Indirect	749,852
Consultants	23,983,097
Total Expenses	\$ 26,082,574

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ 851,522
<i>Toll Credit Match</i>	97,670
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	24,981,052
<i>Toll Credit Match</i>	2,865,327
Surface Transportation Block Grant (STBG) - New	250,000
<i>Toll Credit Match</i>	28,675
Total Revenues	\$ 26,082,574

Federal Share

100%

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

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

B. Project Description

MTC’s Climate Initiatives program advances implementation of three key strategies in Plan Bay Area 2050+: Strategy EN7 (employer commute trip reduction programs), Strategy EN8 (transportation electrification), and Strategy EN9 (travel demand management). Funded by MTC’s four-year One Bay Area Grant Cycle 4 program (2026-27 through 2029-30), MTC is working to continue and adjust several programs, including Commuter Benefits Program, Mobility Hubs, transportation electrification and parking management, and will be assessing further investment in Targeted Transportation Alternatives. This suite of programs is intended to help accelerate progress on meeting the region’s state-mandated GHG reduction target, as well as reducing criteria pollutant emissions by reducing SOV travel.

C. Project Products

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

D. Previous Accomplishments and Links to Relevant Products

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

Commuter Benefits Ordinance

Consistent with the legislative mandate in California Senate Bill 1128 (2016) and California Government Code Section 65081 (and included as Air District Regulation 14, Rule 1), staff continue to administer the Program to help employers comply with the requirements as well as coordinate with the Air District, responsible for program enforcement. In fall 2025, staff coordinated with the Air District to conduct an outreach mail campaign to inform 4,600 employers of the program requirements to register. In addition, staff strengthened employer support, expanded outreach efforts, refined employer data, improved the program registration interface, and conducted an employer/employee survey. Lastly, staff coordinated the updating of the Salesforce registration system and program database. More information is available on the 511 website:

- <https://511.org/employers/commuter-benefits-program>
- [https://511.org/sites/default/files/pdfs/carpool/Interactive Employer Transportation Planning Handbook_20211026.pdf](https://511.org/sites/default/files/pdfs/carpool/Interactive_Employer_Transportation_Planning_Handbook_20211026.pdf)

Carsharing/Mobility Hubs

Staff are providing TA to the four capital projects awarded in 2023 to assist with design and data collection. Staff also contracted with three consultants to assist with the three planning projects awarded in June 2023. The projects are throughout the region and will implement or plan for station area enhancements. The five pilot projects awarded in the previous funding round have either begun implementation or have completed their projects. More information on the pilot projects can be found here:

<https://abag.ca.gov/technical-assistance/mobility-hubs-pilot-projects>

Staff awarded another round of planning in February 2025 and construction projects in March 2025; the awards can be found in the Planning Committee [February](#) and [March](#) agendas. Staff released an RFP for consultant services to assist the planning grantees with Transit-Oriented Communities compliance for parking, station access, and mobility hubs planning. Mobility Hubs program information is found on MTC's website:

- <https://mtc.ca.gov/planning/transportation/mobility-hubs>
- <https://mtc.ca.gov/operations/traveler-services/carpool-vanpool>

Staff also assist grantees (with consultant help) to conduct before and after construction data collection to determine performance of hub improvements. The performance metrics that will be monitored are included in Play 6 of the Mobility Hubs Implementation [Playbook](#).

Targeted Transportation Alternatives and Other VMT Mitigation Strategies

Staff were invited to presented on the pilot program at various conferences and webinars. Staff are identifying additional opportunities to apply the pilot program’s behavior change approach to other MTC initiatives. Program reports can be found here: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/incentivizing-active-shared-transportation-pilot-program>. The reports include the pilot assessment on the effectiveness of the pilot.

<https://abag.ca.gov/technical-assistance/vmt-policy-adoption-technical-assistance-sb743>

Staff are also participating on the technical advisory committees of the county-level mitigation bank and exchange studies listed below. TAC responsibilities include attending meetings, providing direction, and reviewing materials. Since the studies are not led by MTC, staff provided input to each study’s policy mechanisms, incentives, and implementation tools for the study leads to consider. MTC staff will continue to engage in the studies in this manner to follow progress around the region and strengthen alignment to regional goals and programs.

- Contra Costa Transportation Authority (CCTA): https://ccta.net/active_studies/vmt-mitigation-program-study/
- City/County Association of Governments (C/CAG): <https://ccag.ca.gov/projects/countywide-projects/vmt-ghg-model-mitigation-program/>
- Sonoma County Transportation and Climate Authorities (SCTCA): https://scta.ca.gov/wp-content/uploads/2025/07/20250702_Draft_SCTCA_VMT_Mitigation_Report.pdf
- Transportation Authority of Marin (TAM): report not yet released
- Governor’s Office of Land Use and Climate Innovation (LCI): report not yet released
- Caltrans D4 Caltrans Bay Area VMT Mitigation Program (study recently initiated)

Parking Policies and Programs

Staff are providing TA to the six capital projects awarded in 2023 to assist with data collection. Staff awarded another round of planning in February 2025 and construction projects in March 2025, the awards can be found in the Planning Committee [February](#) and [March](#) agendas. Staff released an RFP for consultant services to assist the planning grantees with Transit-Oriented Communities compliance for parking, station access, and mobility hubs planning. Resources for the parking program are found here: <https://abag.ca.gov/technical-assistance/parking-policy-playbook>.

Transportation Electrification (TE)

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

- *EV Coordinating Council:* Staff collaborated with the Air District staff to create programming for the quarterly EV Coordinating Council meetings. The subject for the meetings are based on latest technology and best practices. More information on the meetings the website: <https://www.baaqmd.gov/en/plans-and-climate/clean-transportation/ev-coordinating-council>. This year, staff transitioned the programming responsibilities to Acterra and will be participating as steering committee members going forward.
- MTC developed the TE strategy to meet the increased urgency to reduce GHG emissions and advance Plan Bay Area 2050 Strategy EN8. Staff invited local agencies to submit a letter of interest (LOI) to share their needs and barriers to advancing transportation electrification across the region. MTC received over 80 LOIs, with at least one from every county. Based on the top

needs identified staff invested in charging infrastructure, bikeshare electrification, public fleet electrification, and evaluation and strategic planning. To date, the following grants have been provided – the capital projects are being implemented and the planning grants will be concluded this summer:

- Charging Infrastructure
 - Regional Transportation Electrification Assistance Program (\$20M) – 15 grantees
 - Transit Station Public Charging Program (\$10M) – 3 grantees
- Public Fleet Electrification Planning Assistance (\$6M) - 32 grantees
- Staff are in the process of developing a regional strategy based on lessons learned from the grant programs listed above. The strategy will be determining the gaps in charging infrastructure deployment strategies, grid readiness, and planning that still exists and developing performance metrics

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Continue implementing the Commuter Benefits Ordinance	Staff & Consultant (WSP)	Assistance and resources to employers for compliance (ongoing over the fiscal year, employers require assistance on a continual basis) Employer survey and program evaluation efforts(ongoing)	STBG	07/01/26	06/30/27
2	Continue development and implementation of the Carsharing/Mobility Hubs	Staff, Local Jurisdictions, and several consultant teams (Nelson\Nygaard, etc.)	Contracting with consultants to assist jurisdictions to become compliant with MTC's Transit-Oriented Communities policy Providing technical assistance to capital grantees (ongoing)	STBG	07/01/26	06/30/27
3	Determine implementation of next phase of Targeted Transportation Alternatives	Staff	Program design for Phase 2 of program (ongoing)	FHWA PL	07/01/26	06/30/27
4	Continue developing Trip Caps/ VMT Policy TA	Staff	Participation in Caltrans District 4 (D4) study, county studies, and state bank efforts (ongoing)	FHWA PL	07/01/26	06/30/27

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
5	Continue Parking Management program implementation	Staff, Local Jurisdictions, and several consultant teams Capital grant TA provided by Nelson\Nygaa rd	Contracts with consultants to assist jurisdictions to become compliant with MTC's Transit-Oriented Communities policy Providing technical assistance to capital grantees (ongoing)	STBG	07/01/26	06/30/27
6	Develop and continue transportation electrification (TE) coordination	Staff	Participate in EV Coordinating Council Contracts with consultants to assist jurisdictions with fleet planning Developing TE strategy for next round of grants. (ongoing)	STBG	07/01/26	06/30/27
7	Develop Regional Transportation Demand Management (TDM) Strategy	Staff & Contractor (TBD)	Advance a Regional TDM Strategy that includes shared goals, actions, and defined roles	STBG	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

Continue to implement the Climate Initiatives Program and incorporate any program changes coming out of Final Plan Bay Area 2050+. Continue to monitor planning and capital grants issued related to mobility hubs and station access, parking and transportation electrification. Staff will also be engaging in planning and strategy work related to the Transit-Oriented Communities Policy, regional transportation demand management and regional transportation electrification. Staff will continue assisting employers with complying with the Commuter Benefits Program.

G. Federal Planning Factors Addressed

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

Work Element 1511: Conduct Financial Analysis and Planning

Project Manager: Shruti Hari and Jonathan Singh

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 351,746
Benefits	188,648
Indirect	300,243
Consultants	1,300,000
Total Expenses	\$ 2,140,637

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ 332,268
<i>Toll Credit Match</i>	38,111
Federal Transit Administration (FTA) 5303 (FY 2026-27)	1,684,760
<i>Toll Credit Match</i>	193,242
General Fund	123,609
Total Revenues	\$ 2,140,637

Federal Share

94.23%

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

B. Project Description

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

- Develop realistic, innovative financial plans and strategies supporting the implementation of plans, programs and projects in the Transportation Element of Plan Bay Area and other Commission initiatives.
- Provide financial analysis in support of the legislative program, including a possible ballot measure for transportation revenues in 2026.
- Provide revenue forecasting and needs assessment analysis in support of regional funding decisions and the adequate operation and maintenance of the regional transportation system.
- Provide detailed financial analysis and policy support to the Commission and Bay Area transit operators as relates to the regional response to the transit fiscal cliff and measures to support ongoing financial stability of regional transit operations, including Senate Bill (SB) 63 implementation.
- Evaluate financial projections and estimates for financial constraint of the Transportation Improvement Program (TIP) and Plan Bay Area’s Transportation Element.

C. Project Products

- Develop accurate and consistent projections of transportation revenue for the San Francisco Bay Area as possible through coordination with the Federal Transit Administration, Federal Highway Administration, and Caltrans.
- Prepare financial analyses of state and federal transportation budgets and proposed legislation to determine potential impacts to plans and programs.
- Provide financial analysis to the Commission and other policymakers (local, state, federal) to inform the response to the transit fiscal cliff.
- Provide financial analysis and support to deliver the recommendations of the Bay Area Transit Transformation Action Plan.
- Prepare financial analyses and planning guidelines for transit operator Short-Range Transit Plans.
- Develop needs and shortfall projections in the long-range plan to maintain the existing system for transit operating, capital, and streets and roads.
- Maintain and update revenue estimates and financial needs for the Plan Bay Area Transportation Element related to highways, transit, local streets and roads, including multi-year projection of costs and revenues.
- Prepare project or corridor level financial capacity analyses to support financial planning, programming, or allocations activities, including financial capacity assessments for the TIP.
- Identify transportation financial techniques and opportunities appropriate for the Bay Area, and MTC's role in planning and implementing selected techniques. This includes regional and state efforts to maximize transit operating efficiencies and use of best practices for budgeting and cost control.
- Prepare deliverables mandated by Senate Bill 63, including the Financial Efficiency Review and the Forecasted Transit Ridership Impacts from Plan Bay Area 2050+ report.

D. Previous Accomplishments and Links to Relevant Products

- Developed Short Range Transit Plan guidelines and post- COVID-19 funding scenarios to facilitate Bay Area transit recovery planning: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/short-range-transit-plans-srtp>
- Developed financial overview of public transit operations funding needs and post-COVID-19 recovery prognosis: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6015444&GUID=3EFC8D64-DB27-4647-A8B9-BFBEB954691C>
- Developed annual fund estimate and distributions for transit operating revenues: <https://mtc.ca.gov/funding/regional-funding/tda-sta/fund-estimate>
- Developed Final Transportation Revenue Forecast for Plan Bay Area 2050+: <https://planbayarea.org/2050/2050-blueprint/plan-bay-area-2050-blueprint-documents>
- Contributed documentation of Transportation Revenue Forecast to Plan Bay Area 2050+ Technical Assumptions Report: <https://planbayarea.org/digital-library/proposed-plan-bay-area-2050-plus-technical-assumptions-reportpdf>
- Prepared analyses in support of the Transportation Revenue Measure Select Committee, including developing scenarios adopted by the Committee for consideration by the State Legislature: <https://mtc.legistar.com/gateway.aspx?M=F&ID=08ef7d2b-d84e-4553-810b-32c60f4066d6.pdf>

- Submitted Senate Bill 125 Short-Term Financial Plan:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=6447336&GUID=F3FCC881-C807-4C57-BBA7-68BF07D9DC47>
- Adopted Senate Bill 125 funding framework to support select capital projects and provide emergency operating funding relief to Bay Area transit agencies, and adopted associated Regional Accountability Measures for transit agencies receiving operating funds:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=6447336&GUID=F3FCC881-C807-4C57-BBA7-68BF07D9DC47>
- Work is currently underway on pre-election deliverables mandated by SB 63. The Draft Phase One Financial Efficiency Review analysis required by SB 63 was released to the public on April 1, 2026:
<https://mtc.ca.gov/digital-library/5136058-draft-phase-one-financial-efficiency-review-march-2026>. The Final Phase One Financial Efficiency Review analysis is anticipated to be adopted in mid-May 2026. The Plan Bay Area 2050+ Ridership Report required by SB 63 was transmitted to the California Legislature in March 2026:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=7957745&GUID=A3D14280-3E51-4280-9D5C-E7ACEE1D81D5>.

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Update financial planning forecasts for transit operations to support transit fiscal sustainability	Staff	Near term transit revenue estimates and forecasts Guidance to the Commission and transit operators on revenue outlook (as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/26	06/30/27
2	Receive and publish Short Range Transit Plan (SRTP) documents from transit agencies	Staff	Plans from transit agencies published on MTC website (once)	FHWA PL/ FTA 5303/ General Fund	07/01/26	06/30/27
3	Prepare transportation needs/revenue estimates as needed for Plan Bay Area 2060 scenario planning, in a consistent manner with housing and environment elements.	Staff	Needs and revenues forecast tables and documentation (once)	General Fund	07/01/26	06/30/27
4	Facilitate assessment of opportunities to optimize transit operations	Staff	Coordination meetings, analysis files, presentations, memos (as needed)	FTA 5303	07/01/26	06/30/27
5	Implement SB 63, including Phase 2 Financial Efficiency Review (required only if SB 63 passes in November 2026)	Staff	Coordination meetings, analysis files, presentations, memos (as needed)	General Fund	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

- Should SB 63 pass in November 2026, prepare the programming and allocation framework for the first full year of those funds as prescribed by the measure
- Prepare draft Transportation Needs and Revenues estimates for Plan Bay Area 2060
- Complete bi-annual Transportation Improvement Program (TIP) financial constraint and capacity analysis

G. Federal Planning Factors Addressed

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

Work Element 1512: Federal Programming, Monitoring and TIP Management

Project Managers: Mallory Atkinson, John Saelee, Craig Bosman
and Alfredo Balderamos

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 1,273,597
Benefits	683,058
Indirect	1,087,118
Consultants	18,360,315
Total Expenses	\$ 21,404,088

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ 1,739,935
<i>Toll Credit Match</i>	199,571
Federal Highway Administration Planning (FHWA PL) (FY 2025-26) (Carryover)	47,346
<i>Toll Credit Match</i>	5,431
Federal Transit Administration (FTA) 5303 (FY 2026-27)	520,436
<i>Toll Credit Match</i>	59,694
Surface Transportation Block Grant (STBG) - New	9,948,000
<i>Toll Credit Match</i>	1,141,036
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	8,671,452
<i>Toll Credit Match</i>	994,616
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	150,000
General Fund	326,919
Total Revenues	\$ 21,404,088

Federal Share

97.77%

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

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

B. Project Description

As the MPO and RTPA for the nine county San Francisco Bay Area, MTC is responsible for implementation of relevant aspects of the federal and state surface transportation planning and programming legislation.

This responsibility includes development and maintenance of the TIP pursuant to applicable federal and state regulations and procedures, development and implementation of federal programs and policies to implement Plan Bay Area, and incorporation of federal performance-based planning and programming requirements. To facilitate management of the TIP, MTC plans to transition from our legacy Fund Management System (FMS) to software provided by EcoInteractive in Fiscal Year 2026-27, as noted under WE 1515.

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

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

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

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

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

To ensure the timely use of federal funds, MTC has worked with CTAs, local jurisdictions, and transit operators to develop policies and procedures (MTC Resolution 3606, Revised) to ensure state and federal funding requirements and deadlines are met and funds are not lost to the region. Additionally, MTC

prepares and submits annual obligation plans to Caltrans, monitors federal fund obligations, overall federal funding levels, and apportionment and Obligation Authority (OA) balances.

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

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

C. Project Products

See links to specific project products under Section D below.

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

D. Previous Accomplishments and Links to Relevant Products

- Revisions to the 2025 TIP (<https://mtc.ca.gov/funding/transportation-improvement-program/2025-tip/2025-tip-revisions>) and initial activities related to the development of the Draft 2027 TIP
- Managed and implemented Federal STBG/CMAQ/CRP programs — \$191 million in FHWA obligations and FTA transfers in FY 2024-25: <https://mtc.ca.gov/digital-library/5121106-fy-2024-25-list-annual-obligations>
- Developed new cycle of STP/CMAQ program funding (OBAG 4), including project selection and programming guidelines for FY 2026-27 through FY 2029-30 apportionments: <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-fhwa-grants>
- Monitored and facilitated delivery of Local HSIP program — \$41 million obligated FY 2024-25
- Monitored and facilitated invoicing of FHWA inactive obligations
- FY 2025-26 Annual Federal Obligation Plan (October 2025): <https://mtc.ca.gov/funding/federal-funding/project-delivery>
- FY 2024-25 Listing of Federally Obligated Projects (December 2025): <https://mtc.ca.gov/digital-library/5121106-fy-2024-25-list-annual-obligations>
- FY 2024-25 Update of the CMAQ Emission Benefits database (December 2025). Annual CMAQ emissions data are entered directly into FHWA's online database and are not posted separately on MTC's website: <https://fhwaapps.fhwa.dot.gov/cmaq2p/>
- FTA 5307/5337/5339 — Revised FY2025 through FY2026 preliminary Program of Projects to reflect operator requests and projected FTA apportionments

(<https://mtc.legistar.com/View.ashx?M=F&ID=15030588&GUID=97277982-3390-4E87-B52A-A18DE6A0D3CC>) and revised the FY 2024 preliminary Program of Projects to reflect operator requests (most recent revision as of OWP update in December 2025, <https://mtc.legistar.com/View.ashx?M=F&ID=15030590&GUID=FBED7BD4-0788-40D9-BFE5-9DD2B2915C48>) and supported transit operator grant applications to FTA with concurrence letters and monitoring (throughout the year); continued to implement agreement with Caltrans developed in FY2012-13 regarding project selection and grant procedures for FTA 5307 and 5339 funds in small urbanized areas

- FTA 5311 — adopted preliminary program for FY2024-25 (June 2025) based on preliminary regional share of state apportionments allocated by Caltrans: <https://mtc.legistar.com/LegislationDetail.aspx?ID=7445634&GUID=DB7F9FB2-8AC5-4FB3-B1EB-A1B558AE37FD&Options=ID|Text|&Search=4716>

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Maintain the 2025 TIP, including developing revisions to Federal TIP, as needed	Staff, County Transportation Agencies	TIP Amendments TIP Administrative Modifications Documentation (as needed)	FHWA PL/ General Fund	07/01/26	12/15/26 (est. federal approval of 2027 TIP)
2	Develop the Draft and Final 2027 TIP Update, including the TIP Federal Performance Report	Staff, County Transportation Agencies	Draft and Final 2027 TIP Draft and Final 2027 TIP Federal Performance Report (once)	FHWA PL/ General Fund	07/01/26	12/15/26 (est. federal approval of 2027 TIP)
3	Maintain the 2027 TIP, including developing revisions to Federal TIP, as needed	Staff, County Transportation Agencies	TIP Amendments TIP Administrative Modifications Documentation (as needed)	FHWA PL/ General Fund	12/15/26 (est. federal approval of 2027 TIP)	06/30/27
4	Implement, maintain and enhance database used to manage the TIP	Staff, Consultant (EcoInteractive)	Updated database	FHWA PL/ STBG / General Fund	07/01/26	06/30/27
5	Conduct various TIP transportation investment analyses	Staff	Various TIP investment analyses (as needed)	FHWA PL/ General Fund	07/01/26	06/30/27
6	Monitor federal programs to ensure financial constraint and consistency with TIP and Plan Bay Area	Staff	Various Fund Program Status Reports (as needed)	FHWA PL / General Fund	07/01/26	06/30/27

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
7	Manage and implement adopted STBG/CMAQ and CRP fund programs	Staff, County Transportation Agencies	STBG/CMAQ One Bay Area Grant (OBAG) and CRP Programs (ongoing)	FHWA PL / General Fund / STIP-PPM	07/01/26	06/30/27
8	Monitor and facilitate delivery of Repurposed Earmarks	Staff	Earmark repurposing recommendation submitted to Caltrans (annually, August) Support of project sponsors delivering Repurposed Earmarks (as needed)	FHWA PL / General Fund	07/01/26	06/30/27
9	Monitor and facilitate invoicing of pending FHWA inactive obligations	Staff	FHWA inactive obligations reduction (quarterly and as needed)	FHWA PL/ STBG/ General Fund	07/01/26	06/30/27
10	Prepare and coordinate MTC's annual obligation plan for local federal-aid projects and monitor delivery	Staff, County Transportation Agencies	Annual Obligation Plan (annually, Fall) Annual Obligation Plan update (annually, Spring)	FHWA PL/ General Fund/ STBG	07/01/26	06/30/27
11	Prepare annual listing of federally obligated projects	Staff	Annual Listing of Federally Obligated Projects (annually, December)	FHWA PL/ General Fund/ STBG	10/01/26	12/31/26
12	Prepare annual update of the CMAQ emissions benefit Database	Staff	Annual Update of the CMAQ Emissions Benefit Database (annually, December)	FHWA PL/ General Fund	11/01/26	12/31/26
13	Participate in various statewide federal programming and policy groups, including California Federal Programming Group (CFPG), HBP, TCC, etc.	Staff	Participation in various statewide meetings (as scheduled) Various TIP Procedural enhancements (as needed) Various programming and policy outcomes (as needed)	FHWA PL/ STBG/ General Fund	07/01/26	06/30/27
14	Implement regional funding-delivery policy guidance for FHWA-administered funds	Staff, County Transportation Agencies	MTC Resolution 3606, Revised (as needed)	FHWA PL/ STBG/ General Fund	07/01/26	06/30/27

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
15	Develop and revise FTA 5307/5337/5339 Programs of Projects	Staff	FTA Program of Projects (POP) TIP Amendments (as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/26	06/30/27
16	Develop and revise FTA 5311 Program of Projects (POP)	Staff	FTA 5311 Program of Projects (POP) TIP Amendments (annually, and as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/26	06/30/27
17	Monitor and implement Major Project Advancement Policy	Staff	Endorsements and allocations of funding Potential revisions to MTC resolutions	FHWA PL/ FTA 5303/ General Fund	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

- Develop Draft 2029 TIP Update, including federal performance report
- Initiate development of the next programming cycle of FTA Formula (5307/5337/5339) funds, including FY28 Program of Projects

G. Federal Planning Factors Addressed

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

Work Element 1611: Regional Growth Framework Planning and Implementation

Project Manager: Cheryl Chi

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 836,293
Benefits	448,521
Indirect	713,846
Consultants	44,521,863
Total Expenses	\$ 46,520,523

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ 727,060
<i>Toll Credit Match</i>	83,394
Federal Transit Administration (FTA) 5303 (FY 2026-27)	55,461
<i>Toll Credit Match</i>	6,361
Surface Transportation Block Grant (STBG) - New	8,000,000
<i>Toll Credit Match</i>	917,600
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	9,218,593
<i>Toll Credit Match</i>	1,057,373
Surface Transportation Block Grant (STBG) (Local Match Required)	16,464,902
<i>Local Match - General Fund</i>	2,133,203
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2026-27)	827,689
<i>Local Match - General Fund</i>	107,236
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2025-26) (Carryover)	46,147
<i>Local Match - General Fund</i>	5,979
Alameda County Transportation Commission (Alameda CTC)	600,000
Exchange Fund	8,098,834
General Fund	235,419
Total Revenues	\$ 46,520,523

Federal Share

74.09%

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

†The consultant expense budget for this work element primarily reflects monies that directly benefit local governmental entities, rather than being expended on regional programs or projects. The bulk of these funds enable local governmental entities to implement projects that align with regional planning priorities. This work element supports implementation of the Plan Bay Area

Growth Framework through projects such as station area planning, aligning with Transit Oriented Communities Policy, and conserving regionally significant lands. Projects may be implemented directly by local jurisdictions or by MTC through consultants on behalf of the local entity.

B. Project Description

The Regional Growth Framework is a centerpiece of Plan Bay Area 2050+. A focused pattern of development near high-quality transit is what enables the region to develop and implement a set of fiscally constrained transportation investments, improve air quality, advance equity, grow transit ridership, expand access to opportunity, enhance economic efficiency and improve mobility options for all residents. The Growth Framework is defined by its [Growth Geographies](#), which include Priority Development Areas (PDAs), Priority Production Areas (PPAs), Transit Rich Areas (TRAs) and High Resource Areas (HRAs). These Growth Geographies are selected to maximize the effectiveness of transportation investments funded through the plan, protect and enhance the environment, increase economic development and directly benefit the region's transportation system performance. Plan Bay Area 2050+ anticipates that these Growth Geographies will contain 95% of new households and 72% of new jobs. To complement the Growth Geographies, [Priority Conservation Areas](#) — areas recognized for their role in the Bay Area's natural systems, rural economy and the health of all residents — have also been identified.

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

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

Plan Bay Area 2060, the next iteration of the regional plan, will be shaped by the lessons learned from these implementation activities. In this fiscal year, the primary focus will be on implementing four ongoing focus areas:

1. **Planning Grants** support implementation of Plan Bay Area 2050+'s Regional Growth Framework by providing funding for jurisdictions to plan for transit-supportive land uses near transit stations and along transit corridors in locations identified in the plan, such as TOCs and PDAs. Through strategies related to land use mix and density, parking, complete streets, and multimodal circulation and access, transit ridership, system performance and safety, access to opportunity, and equity will improve and the need for single-occupancy vehicles will decrease. These plans will also implement applicable TOC

policies. There are approximately 55 active planning projects; approximately twenty of these projects were awarded funds in February 2025.

2. **Regional Studies and Pilot Programs** support challenges and opportunities related to elements of the Regional Growth Framework introduced by Plan Bay Area 2050+. Priority Production Areas (PPAs) and the recently adopted Priority Sites are being advanced through innovative pilot projects. The Priority Sites pilot program provides technical assistance (TA) to support development in locations primed for equitable transit-oriented development in the Bay Area. Four grants totaling \$2.25 million for PPAs are supporting countywide economic planning in three counties. The lessons learned from these pilot efforts will help inform Plan Bay Area 2060 and any future efforts in this space, such as partnerships with the Bay Area Housing Finance Authority (BAHFA).
3. **Priority Conservation Area Program Grants** support projects in PCAs that implement Plan Bay Area 2050+ (e.g., completion of portions of the San Francisco Bay Trail, restoration and conservation of open space). <https://mtc.ca.gov/digital-library/5030093-priority-conservation-area-refresh-final-report> Staff completed a competitive PCA Grant round in November 2024, which awarded a total of \$8.5 million to 13 Bay Area organizations. This represented the first grant round since the PCA Refresh Process, further incorporating goals for climate adaptation and urban greening. Another PCA grant round, totaling \$8 million, is underway and anticipated to be awarded in June 2026. The PCA Program is also developing technical assistance materials to support jurisdictions in updating their General Plan Open Space Elements and Conservation Elements to advance Plan Bay Area strategies in accordance with updated state policy.
4. **Transit-Oriented Communities (TOC) Policy Implementation** focuses on supporting local governments in achieving consistency with the policy and review and verification of documentation submitted by local governments subject to the policy. This work includes conducting an initial evaluation of consistency and assisting local governments in identifying steps to improve alignment with the adopted policy. For more information about the TOC policy, see <https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy>. Also, refer to the SB 1 section below for additional details.

C. Project Products

- Completed plans or technical projects (e.g., Station Area Plans, Specific Plans, zoning amendments) and complete agreements for PDA/TOC grants
- Completed Priority Sites and PPA Pilot activities, such as studies and requests for developer proposals
- Completed PCA Grants
- General Plan Open Space Element and Conservation Element technical assistance materials
- Adopted local policies that demonstrate consistency with the TOC Policy for OBAG Cycle 4 and other regional discretionary funding for transit extensions

D. Previous Accomplishments and Links to Relevant Products

- Awarded more than 120 PDA/Station Area planning and TA grants totaling \$57 million and resulting in capacity for over 150,000 housing units and 120 million square feet of commercial development in transit-served locations identified in Plan Bay Area's forecasted growth pattern, supported by parking, TDM, and connectivity strategies to enhance mobility in these areas (2007-2023):

- (<https://mtc.ca.gov/funding/funding-opportunities/priority-development-area-pda-grants>). Most recently, [19 projects](#) were awarded funding in February 2025.
- Recently completed PDA projects include the San Carlos [Downtown Plan](#) and the San Pablo [Rumrill Corridor Plan](#).
 - Established and refined a nationally-recognized [Regional Growth Framework](#) that evolved through four iterations of Plan Bay Area (PBA) to integrate land use more efficiently and effectively with transportation investments.
 - Latest update to Growth Geographies in January 2025 (i.e. areas targeted for growth), including PDAs, as part of the development of Plan Bay 2050+:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=7084823&GUID=4A0D4278-D990-4E2E-86A2-FD0BD7E05C02>.
 - Adopted the Transit Oriented Communities (TOC) Policy in 2022 (revised in [2023](#); pending update in spring 2026; <https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy>) to ensure communities near fixed-guideway transit — among the region’s largest transportation investments — are planned in a manner that:
 - facilitates transit-supportive residential and commercial densities;
 - supports affordable housing production and preservation and tenant protections;
 - advances parking best practices; and
 - emphasizes holistic planning for all modes, ages and abilities.
https://mtc.ca.gov/sites/default/files/documents/2023-11/MTC_Resolution_4530.pdf
 - Issued Version 1.2 of Administrative Guidance for the TOC Policy in April 2026
<https://mtc.ca.gov/digital-library/5023804-mtc-administrative-guidance-transit-oriented-communities-policy>.
 - Created a [webpage](#) for local jurisdiction staff with resources to facilitate TOC consistency.
 - Created a TOC Policy Submission Portal for local jurisdictions to provide documentation of TOC consistency. The portal makes it easier for jurisdiction and MTC staff to track progress and have a shared record of documentation. The portal can be found at <https://toc.mtcanalytics.org>.
 - Adopted the TOC Policy Evaluation Framework and \$45 million TOC Incentive Program (MTC Res. 4754) in February 2026. The evaluation framework will be used to assess jurisdictions’ TOC consistency; the Incentive Program identifies eligible uses of funds, establishes eligibility threshold, and an award structure.
<https://mtc.legistar.com/LegislationDetail.aspx?ID=7924439&GUID=7F0BBE1E-8800-4058-9A10-268EDD45DD48>
 - Provided [technical assistance](#) to jurisdictions to help local staff understand TOC Policy standards, assess existing policies for TOC consistency, and identify next steps for progress on TOC consistency.
 - Implemented competitive grant program that awarded 13 new PCA grants totaling \$8.5 million supporting Plan Bay Area strategies to protect and enhance the region’s natural and agricultural lands and improve outdoor access and urban greening in Bay Area communities:
<https://mtc.ca.gov/news/mtcabag-award-85-million-environmental-projects>.
 - Initiated another PCA Grant Call for Proposals for \$8 million, integrating PCA Refresh planning priorities and new geographies: <https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants>

- Provided \$2.25M to four projects for the PPA Pilot Program (2023).
<https://mtc.legistar.com/LegislationDetail.aspx?ID=6249612&GUID=94FDC2D8-7411-408C-A00B-85E06140E7FB>
- Issued Priority Sites Concept Paper (2022): <https://mtc.ca.gov/digital-library/5023219-priority-sites-concept-paper>.
- Created the Priority Sites Program (2022) with a call for nominations (2023). The first 211 Priority Sites were approved in November 2023:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=6395994&GUID=0874C6A3-D9B4-491A-9390-F2191208580F>.
 - Approved funding for first round of grants in May 2024:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=6658398&GUID=F3A14C9B-2BC0-435E-BC5E-68102AC88349>
- Completed the PCA Refresh initiative to update the regional planning framework for conservation. Published the Final Report in May 2024 and worked with local governments to amend existing PCA designations to be consistent with the updated framework with action in September 2025:
<https://mtc.ca.gov/digital-library/5030093-priority-conservation-area-refresh-final-report>.

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Amend grant agreements for planning projects, as needed	Staff	Amended grant agreements	STBG	07/01/26	06/30/27
2	Oversee and administer planning grants	Staff & Consultants	Project deliverables Invoices	STBG/ FHWA PL	07/01/26	06/30/27
3	Continue implementation and oversight of Priority Production Area pilot projects and Priority Sites Pilot Program	Staff & Consultants	Project deliverables Grantee and consultant invoices	STBG/ Exchange Fund	07/01/26	06/30/27
4	Develop Open Space Element and Conservation Element Technical Assistance	Staff & Consultants	Memos Presentations Data Layer	Exchange Fund	07/01/26	06/30/27
5	Administer and provide oversight of PCA Grants	Staff	Completed grant-funded projects (ongoing)	Exchange Fund/ACTC	07/01/26	06/30/27

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
6	Provide direct support to local governments (via one-on-one or small group meetings) to ensure understanding of TOC Policy standards, support progress in achieving consistency with the TOC Policy, and assist with submission of consistency documentation	Staff and/or Consultants	Agendas and meeting minutes Memoranda, as needed Presentations, as needed Informational materials and other collateral for local jurisdictions, as needed	FTA 5303/ FHWA PL/ Exchange/General Fund	07/01/26	06/30/27
7	Evaluate documentation submitted by local governments to determine consistency with TOC Policy standards	Staff and/or Consultants	Compliance database (ongoing, organized via a web-based TOC Policy submission tool)	FTA 5303/ FHWA PL/ Exchange/General Fund	04/01/27	06/30/27

F. Anticipated Future Activities (FY 2027-28)

- Continue oversight and involvement in existing planning grants for PDAs, TOCs, PCAs, PPAs (pilot program), and Priority Sites (pilot program)
- Continue to deliver guidance to enable local governments to submit documentation demonstrating consistency with the Transit-Oriented Communities Policy and any conditions related to OBAG 3 and OBAG 4
- Review materials submitted by jurisdictions to verify consistency with the TOC Policy and summarize jurisdiction consistency status
- Support implementation of the PCA Refresh Final Report, providing ongoing technical assistance to jurisdictions updating their General Plan Open Space and Conservation Elements

G. Federal Planning Factors Addressed

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

FY 2026-27 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

Funding will support staffing and consultants to continue TOC implementation.

A. Project Description

In FY 2026-27, SB 1 Planning Formula Funds will continue to support implementation of MTC's Transit Oriented Communities (TOC) Policy, which aims to better align land use to support the region's transit investments, helping to reduce GHG and criteria pollutant emissions from the transportation sector. In FY 2026-27, TOC implementation will include assessment of local jurisdiction consistency with the TOC Policy. Staff and consultants will continue to provide one-on-one support to local government staff to ensure their understanding of the TOC Administrative Guidance and to support them in taking steps to achieve TOC consistency and submitting documentation to demonstrate consistency. A portion of OBAG 4 funds will provide an incentive for jurisdictions to make progress toward TOC Policy consistency, given clear benefits to transportation outcomes from all aspects of the policy.

B. Project Products

- Meetings and meeting notes to support local governments seeking to understand TOC standards, take steps to meet those standards, and submit documentation to verify consistency with the TOC Policy.
- Memoranda, presentations, summary reports, and informational materials or other collateral to communicate the details of TOC Policy standards and provide technical assistance to support TOC progress
- Reports on local governments' status in achieving TOC consistency, including jurisdiction-specific action plans.
- Adopted TOC Evaluation Framework as part of OBAG 4 Program.

C. Previous Accomplishments

- In FY 2021-22, MTC staff initiated an update to MTC's Transit Oriented Development (TOD) Policy, which was ultimately renamed the Transit Oriented Communities (TOC) Policy. The policy focuses on achieving land uses that support transit ridership, including residential and commercial densities, transit access, as well as housing and parking policies that help to ensure equitable station areas and transit corridors.
- In FY 2022-23, the Commission adopted the TOC Policy and staff begin implementation activities. https://mtc.ca.gov/sites/default/files/documents/2023-11/MTC_Resolution_4530.pdf?cb=4967b20f
- In FY 2023-24, staff advanced implementation activities on several fronts, including (1) extensive outreach to local governments, County Transportation Agencies, and transit operators to communicate about the new policy standards and solicit additional feedback, (2) an amendment to the TOC Policy (adopted by the Commission in October 2023) to clarify the Policy's application to transit extension projects seeking regional discretionary funding (see link above), and (3) publication of three rounds of draft Administrative Guidance to enable local governments to better understand documentation and compliance verification requirements.
- In FY 2024-25, Administrative Guidance was issued, outreach and support to local jurisdictions continued, upload and review of preliminary documentation started, and a consultant was procured and started work to support compliance assessment. https://mtc.ca.gov/sites/default/files/documents/2025-05/MTC_TOC_Policy_FINAL_Administrative_Guidance_Version1.1_May_2025.pdf?cb=f216e1b4

- In FY 2025-26, staff continued providing technical assistance to local jurisdictions, reviewed materials submitted by jurisdictions to demonstrate TOC consistency, released versions 1.1 and 1.2 of the Administrative Guidance (see link above). The TOC Policy Evaluation Framework was adopted by the MTC Commission and incorporated into the OBAG 4 funding framework. <https://mtc.legistar.com/LegislationDetail.aspx?ID=7924439&GUID=7F0BBE1E-8800-4058-9A10-268EDD45DD48>

D. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Provide direct support to local governments (via one-on-one or small group meetings) to ensure understanding of TOC Policy standards, support progress in achieving consistency with the TOC Policy, and assist with submission of compliance documentation	Staff and/or Consultants	Agendas and meeting minutes Memoranda, as needed Presentations, as needed Informational materials and other collateral for local jurisdictions, as needed	SB 1/ General Fund	07/01/26	06/30/27 (ongoing)
2	Evaluate documentation submitted by local governments to determine consistency with TOC Policy standards	Staff and/or Consultants	Compliance database (ongoing, organized via a web-based TOC Policy submission tool) Summary memoranda, reports, and presentations	SB 1/ General Fund	04/01/27	06/30/27 (ongoing)

Work Element 1621: Network Management — Planning for Implementation

Project Manager: Josie Ahrens

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 1,514,001
Benefits	811,994
Indirect	1,292,322
Consultants	11,400,915
General Operating Expenses	34,015
Total Expenses	\$ 15,053,247

Revenues	FY 2026-27 Budget
Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ 427,102
<i>Toll Credit Match</i>	48,989
Federal Transit Administration (FTA) 5303 (FY 2026-27)	266,434
<i>Toll Credit Match</i>	30,560
Bay Area Toll Authority (BATA) Regional Measure 2	596,170
Surface Transportation Block Grant (STBG) - New	750,000
<i>Toll Credit Match</i>	86,025
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	4,432,791
<i>Toll Credit Match</i>	508,441
State Transit Assistance (STA)	4,386,000
State Transit Assistance (STA) Exchange Fund	2,692,985
General Fund	1,501,765
Total Revenues	\$ 15,053,247

Federal Share

39.04%

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

B. Project Description

There are over two dozen different transit operators in the San Francisco Bay Area, each governed by its own policy body and responsible for its business model, service and performance. The Transit Regional Network Management (RNM) work element consists of a collection of regional and system level leadership, policies and coordination work to design, adequately invest in, and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible and reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled. The Blue Ribbon

Transit Recovery Task Force worked in 2020 and 2021 to outline a set of near-term actions to reshape the Bay Area's transit system into a more connected, more efficient and more user-focused mobility network across the entire Bay Area. In September 2021, MTC endorsed the Blue-Ribbon Transit Recovery Task Force's 27-point Transit Transformation Action Plan (Action Plan). The Action Plan sets a course for accelerating the Bay Area's transit network transformation while integrating with recovery actions that are on-going in the wake of the pandemic. Central to the Action Plan was a focus on three initiatives that were underway prior to the pandemic. These efforts (Fare Integration and Policy, Mapping and Wayfinding, and Transit Priority on Roadways) were identified and endorsed for accelerated action and focus.

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

Work during FY26-27 will continue implementation of actions identified in the Network Management Business Case Evaluation, the Transit Transformation Action Plan, and the RNM Council's Work Plan. Work on the three priority initiatives are described further below, and other implementation activities include efforts to improve accessibility, including regional paratransit trips, (described further in Work Element 1310 under Coordinated Public Transit-Human Services Transportation Plan) and to develop and collect data for regional transit performance measures. In FY26-27, MTC will also complete an evaluation of the Regional Network Management framework, as called for in MTC Resolutions No. 4564 (RNM Framework) and 4648 (RNM Performance Measures). Collecting and reporting on performance measures will help deliver on the RNM's Mission by measuring regional transit outcomes for riders, providing information to hold the RNM accountable for progress on regional transit initiatives, and helping to inform the continuous improvement of the RNM framework.

Over the course of FY 2026-27, MTC staff will pursue extension of the Clipper BayPass pilot beyond 2027 through a revised Participation Agreement with transit agencies, while continuing to onboard new employers and institutions. The second phase of the Clipper BayPass Pilot Program, which is the first "all you can use" transit pass covering all Bay Area transit operators launched in January 2024, and continues to expand to bring the BayPass program to additional institutions/employers around the Bay Area. Following deployment of a common regional transit transfer policy (with the launch of the Next Generation Clipper fare payment system), MTC staff will work to assess benefits to riders.

In FY 2026-27, MTC staff will continue efforts on Mapping & Wayfinding by developing bus stop standard design guidelines, by continuing to design pilots, and by procuring a project delivery implementation firm. In 2023, MTC began conversations with transit users and transit agencies to develop design standards and a regional transit network identity that can be used across the region. In FY 2024-25, the project team tested prototypes (physical signs and digital wayfinding tools) and collecting feedback on how the new signs help people get to and around the transit stations. The project team will implement the designs for harmonized mapping and wayfinding at nine pilot multimodal transit hubs throughout the region and a selection of bus lines in Sonoma and Solano Counties. Supported by public, stakeholder and transit agency feedback, this planning work will support the future production, installation, and maintenance of

the new wayfinding system with more operators and in additional environments to make further refinements before full regionwide expansion in 2027 and beyond.

During FY 2026-27, MTC staff will conduct a Transit Priority Roadway Assessment to evaluate the need for, and guide future investments in, transit priority projects in the Bay Area. In 2025, MTC worked with transit agencies and other partners to draft a Bay Area Transit Priority Policy for Roadways to support more efficient and effective delivery of transit priority throughout the Bay Area, which was adopted in January 2026. In addition, MTC has established a Bus Accelerated Infrastructure Delivery (BusAID) program, which prioritizes funding for quick-build projects to improve transit speeds, based on which projects are most feasible and ready to begin construction. As projects are delivered by transit operators, MTC will manage the BusAID program, and monitor implementation progress and the effectiveness of projects at improving speed and reliability for riders.

C. Project Products

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

D. Previous Accomplishments and Links to Relevant Products

- Completed the Network Management Business Case (<https://mtc.ca.gov/digital-library/5023862-regional-network-management-business-case-evaluation-final-report>), which defined priority accountability areas (responsibilities) for network management, evaluated and made recommendations on a regional network management (RNM) framework, and identified next steps for implementation of the RNM Framework. Commission reviewed and approved the RNM Framework (<https://mtc.ca.gov/digital-library/5023859-mtc-resolution-4564-regional-network-management-rnm-framework-recommendations>) in February 2023 and staff worked through summer and fall 2023 to establish a Regional Network Management function housed within MTC, including the RNM Committee, RNM Council, and RNM Customer Advisory Group.
 - More information on the work of these bodies can be found here: <https://mtc.ca.gov/operations/transit-regional-network-management>
 - RNM Council quarterly progress reports can be found here: <https://mtc.ca.gov/about-mtc/committees/interagency-committees/regional-network-management-council>

- The Commission approved RNM Performance Measures in May 2024, which can be found here:
https://mtc.ca.gov/sites/default/files/meetings/attachments/5996/8L_Attachment_A_MTC_Resolution_4648.pdf
- The Fare Integration Task Force (FITF) adopted the Adopted Transit Fare Policy Vision Statement in 2021, and MTC has been working with transit operators to advance policy initiatives such as launching the Clipper BayPass pilot program Phase 1 in 2020 and Phase 2 in 2023. Staff continued to grow the Clipper BayPass pilot with 20+ business customers and increased participation of higher-education institutions including UC Berkeley as of August 2025. Additional project background, information, and milestones can be found here:
<https://mtc.ca.gov/operations/transit-regional-network-management/transit-fare-coordination-integration>
- The Regional Mapping and Wayfinding project team has been working to develop a set of unified design standards for Bay Area transit agencies. In December 2024, MTC and transit operators unveiled new test transit maps and signs at El Cerrito Del Norte BART station, and the second prototype location at Santa Rosa debuted in February 2025. A temporary prototype was tested in June 2025 at Powell Street Station in San Francisco. Additional project background, information, and milestones can be found here: <https://mtc.ca.gov/operations/transit-regional-network-management/regional-mapping-wayfinding>
- Prior work to advance Transit Priority Initiatives includes:
 - Hosted workshop to kick off development of a Bay Area Transit Priority Policy for Roadways adopted in January 2026: <https://mtc.ca.gov/news/bay-area-transit-priority-policy-effort-kicks>; and <https://mtc.ca.gov/news/mtc-adopts-policy-improve-transit-travel-times-and-reliability>
 - Awarded BusAID funding to eight transit priority projects: <https://mtc.ca.gov/news/regional-network-management-council-recommends-funding-eight-transit-projects-reduce-travel-times-and-improve-reliability>
 - Issued Call for Technical Assistance for Transit Signal Priority (TSP) projects: <https://abag.ca.gov/technical-assistance/idea-tsp-transit-signal-priority>
- Work related to accessibility and paratransit is described under the related Work Element 1310 (Task Nos. 1-5).

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Program management of RNM activities, including Transit Transformation Action Plan & RNM Council Work Plan, progress reports, RNM framework assessment, and performance measures	Staff & Consultants (KPMG, future TBD)	RNM Council Quarterly Progress Updates Transit RNM Performance Measures Updated Work Plans for FY26-27 and beyond Memos and presentations (as needed)	BATA RM2 Capital/ STA/FHWA PL, General Fund	07/01/26	06/30/27

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
2	Advance Fare Policy Vision Statement actions, including Clipper BayPass and Free/Discounted Transfers	Staff & Consultants (Steer, Rebel Group, other consultants under contract with BART)	Contracts and MOUs Fare program evaluation studies Memos and presentations (as needed)	STA, General Fund	07/01/26	06/30/27
3	Refine Regional Mapping and Wayfinding Design Guidelines and support the implementation of pilot projects across the region	Staff & Consultants (Applied, Accessible Avenue, and future TBD)	V1 Design Guidelines Memos and presentations (as needed)	STBG/STA/FTA 5303, General Fund	07/01/26	06/30/27
4	Support the delivery of transit priority projects across the region through funding, TA, implementation of the Bay Area Transit Priority Policy for Roadways (TPPR), and develop and adopt a Transit Priority Roadway Assessment to guide future investments in transit priority projects	Staff & Consultants (TBD)	Grant Programs for Transit Priority Improvements Transit Priority Roadway Assessment deliverables Memos and presentations (as needed)	STA/Exchange Fund/STBG	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

Activities in FY2027-28 will continue to advance actions identified in the updated Transit Transformation Action Plan and RNM Council Work Plan. This is anticipated to include:

- Update the RNM Council Work Plan for FY2028-29 and beyond
- Ongoing implementation and evaluation of regional fare programs consistent with the Transit Fare Policy Vision Statement (<https://mtc.legistar.com/View.ashx?M=F&ID=9959274&GUID=5A3AFDC5-F4E2-47ED-90EA-2A418F1C1DAA>)
- Facilitate the implementation of Regional Mapping and Wayfinding standards at additional signs and maps throughout the region
- Use the results of the Transit Priority Roadway Assessment to inform transit priority investments across the region and evaluate completed projects

G. Federal Planning Factors Addressed

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

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

Work Element 1623: SF Freeway Network Management Study

Project Manager: Michelle Go

A. Budget

Expenses	FY 2026-27 Budget
Consultants	\$ 457,475
Total Expenses	\$ 457,475

Revenues	FY 2026-27 Budget
Federal Highway Administration State Planning and Research (FHWA SPR Part I) (FY 2024-25)	\$ 365,980
San Francisco County Transportation Authority Prop L	91,495
Total Revenues	\$ 457,475

Federal Share

80%

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

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

B. Project Description

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

C. Project Products

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

- Draft and final financial and operations analysis
- Funding and implementation plan
- Draft and final outreach materials
- Draft and final outreach report
- Draft and final plan
- Presentation and memorandums for board presentations

D. Previous Accomplishments and Links to Relevant Products

Project Products are available here:

https://drive.google.com/drive/folders/15nssgK9nK4KP_IcP4Zy2GUJxaYSrg9yC?usp=drive_link

- Held administrative kickoff meeting with Caltrans
- Issued Request for Proposals for consultant
- Selected and onboarded consultant
- Completed first draft of Existing Conditions report
- Convened working group of community members to refine screening approach and identify priority managed lane segments
- Convened TAC to share and gather feedback on screening approach and analysis findings

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Administration — manage and administer study, including invoicing, quarterly progress reports, and DBE reporting	Staff & SFCTA	Kick-off meeting with Caltrans Meeting Notes Quarterly invoices and progress reports DBE reporting (ongoing)	FHWA SPR Part I/ San Francisco Proposition L	07/01/26*	06/30/27
2	Existing Conditions – identify priority segments, finalize existing conditions report, and develop draft and final memo of project purpose, goals, and objectives. The project team will establish a community working group to provide feedback on the analysis process, findings, and priority segment selection.	SFCTA & Consultant (HNTB)	Working group materials and meeting notes Priority segment selection Draft and final Existing Conditions report Draft and final memo of project purpose, goals, and objectives	FHWA SPR Part I/ San Francisco Proposition L	07/01/26*	08/01/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
3	Analysis — Develop conceptual design improvements and program recommendations based on information gathered through the existing conditions analysis and feedback from public outreach.	SFCTA & Consultant (HNTB)	Conceptual drawings for up to five alternatives Draft and final Memo of Design Alternatives Draft and final Memo of Program Alternatives Memo of analysis findings Draft and final evaluation framework memo (once)	FHWA SPR Part I/ San Francisco Proposition L	07/01/26	06/30/27
4	Public Outreach — Project outreach will take place in multiple phases and will use a co-creation approach with the project working group to allow the community to have a significant role in selecting the ultimate recommendation for a managed lane program	SFCTA & Consultant (HNTB)	Draft and final outreach plan Draft and final outreach materials (for rounds one and two of outreach) Summary of outreach findings (for rounds one and two of outreach) (once)	FHWA SPR Part I/ San Francisco Proposition L	08/01/26	06/30/27
5	Advisory Committee Meetings — The project team will establish a Technical Advisory Committee (TAC) to collect feedback on the outreach process, technical analysis, design alternatives, and programmatic elements.	SFCTA & Consultant (HNTB)	Draft and final TAC meeting materials Draft and final TAC meeting notes (quarterly or as needed based on milestones)	FHWA SPR Part I/ San Francisco Proposition L	07/01/26*	06/30/27

*Task started in a prior fiscal year.

F. Anticipated Future Activities (FY 2027-28)

- Staff will conduct one final round of public outreach to select up to two priority segments for final recommendation and further design
- Staff will hold last Advisory Committee Meetings to present final recommendations, draft financial analysis and implementation and funding plan
- Staff will develop the Draft and Final Plan, including refining financial and operational analysis for recommended segments, identifying potential funding sources, and next steps for implementation
- Staff will present the final report to the SFCTA Board for review/approval

G. Federal Planning Factors Addressed

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

Work Element 1626: One-Seat Ride Pilot Evaluation

Project Manager: Drennen Shelton

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 20,939
Benefits	11,230
Indirect	17,873
Consultants	350,000
Total Expenses	\$ 400,042

Revenues	FY 2026-27 Budget
Federal Transit Administration (FTA) 5304 Statewide Transportation Planning (FTA 5304) (FY 2024-25)	\$ 350,000
General Fund	50,042
Total Revenues	\$ 400,042

Federal Share

87.49%

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

B. Project Description

This project will evaluate the paratransit services around the region that minimize or eliminate paratransit transfers provided by public transit agencies that are mandated to provide ADA paratransit service. Some of these services are often referred to as “one-seat rides.” The evaluation will provide the best methods of delivering a non-transfer, cross-jurisdictional ADA paratransit ride. MTC and the region’s transit agencies have funded pilot programs to test various methods of non-transfer, cross-jurisdictional rides. This project seeks to evaluate all services like this in the region and determine which models are most feasible for implementation and will focus investments in providing a more seamless trip for disabled riders.

Project partners for this work include MTC and public transit providers in the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, and Sonoma. This work is supported by recommendations in statewide plans (Caltrans Strategic Plan; California Transportation Plan 2050; and California Master Plan for Aging), as well as local plans and planning efforts (SF Bay Area’s Coordinated Public Transit-Human Services Transportation Plan; Transit 2050+ & Plan Bay Area 2050+; and the Transit Transformation Action Plan). This project will provide vital information essential to MTC and transit agency decision-making in funding implementable projects that expand paratransit beyond the ADA and provide more efficient and effective paratransit trips to riders with disabilities.

C. Project Products

- Meeting agenda items
- Quarterly metrics reports
- Draft and final evaluation with recommendations TAC memo
- Draft and final performance measures
- Draft and final evaluation and analysis memo
- Draft and final report
- Committee/Commission agenda item
- Committee/Commission approval/acceptance

D. Previous Accomplishments and Links to Relevant Products

N/A

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Administration	Staff	Quarterly invoices, project reporting and DBE reporting (ongoing)	General Fund	07/01/26	06/30/27
2	Consultant Procurement	Staff	Amendments to consultant contract (as needed)	FTA 5304/ General Fund	07/01/26	06/30/27
3	Partner Engagement	Staff & Consultant (TBD)	Meeting agenda items Communication materials (ongoing)	FTA 5304/ General Fund	07/01/26	06/30/27
4	Technical Advisory Committee Meetings	Consultant (TBD)	Meeting materials and presentations (quarterly)	FTA 5304/ General Fund	07/01/26	06/30/27
5	Service Plan Concepts and Evaluation and Analysis	Consultant (TBD)	Draft and final service concepts and evaluation and analysis (once)	FTA 5304/ General Fund	09/01/26	06/30/27
6	Draft and Final Report Recommendations	Staff & Consultant (TBD)	Draft and final reports (once)	FTA 5304/ General Fund	12/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

- Board Review/Approval

G. Federal Planning Factors Addressed

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

WORK ELEMENTS FUNDED BY FEDERAL/STATE GRANTS AND LOCAL SOURCES

FY 2026–2027

Work Element 1233: Transportation Asset Management (TAM) Program

Project Managers: Elliott Wong, Brian Xi and Kenneth Kao

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 350,197
Benefits	187,819
Indirect	298,921
Consultants	21,468,408
Total Expenses	\$ 22,305,345

Revenues	FY 2026-27 Budget
Surface Transportation Block Grant (STBG) - New	\$ 1,760,000
<i>Toll Credit Match</i>	201,872
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	4,363,408
<i>Toll Credit Match</i>	500,483
Safe Streets for All Grant (SS4A) (Local Match Required)	10,000,000
<i>Local Match - Exchange Fund</i>	2,500,000
Pavement Management Program (PMP Sales)	2,000,000
Pavement Technical Assistance Program Local Share	625,000
Exchange Fund	100,000
General Fund	956,937
Total Revenues	\$ 22,305,345

Federal Share

72.28%

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

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

B. Project Description

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

Local Streets and Roads Asset Management

MTC has a long history of committing to the cost-effective improvement of pavement and non-pavement conditions on local streets and roads. The region pursues multiple efforts to improve asset management practices including improving the identification of locations and roadways needing investment;

implementing targeted and appropriate repairs; and building individual, organizational and technological capacity. These include programs to:

- Develop, upgrade, maintain and distribute StreetSaver and StreetSaver Plus, the comprehensive and integrated transportation asset management software
- Develop local and regional forecasts of pavement and non-pavement repair needs, available funding sources, and condition scenarios based on revenue options
- Develop the Annual Regional Summary of Pavement Conditions
- Implement Pavement Management Program (PMP) certification procedures
- Provide program updates and TA to StreetSaver users
- Implement the Pavement Management Technical Assistance Program (P-TAP)
- Implement the Data Quality Management Program for P-TAP
- Provide updates to the Local Street and Road Working Group (See Work Element 1113 above)

Transit Capital Assets

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

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

Safety and Vision Zero

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

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

Cross-Functional Tasks

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

- Coordinate with the State DOT to set performance targets (See Work Element 1212 above)
- Conform performance measures and monitoring activities related to asset conditions to federal and state requirements (See Work Element 1212 above)

C. Project Products

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

D. Previous Accomplishments and Links to Relevant Products

- Development and continued improvement of the Regional Transit Capital Inventory (RTCI): <http://rtci.mtc.ca.gov/>
- Completion of 2022 Regional Tier II Group TAM Plan: <https://mtcdrive.box.com/s/gy2y9itgzkp5upsekphnnljzve8v6hab>
- Development of Bay Area Vision Zero System (BayVIZ): <https://bayviz.mysidewalk.com/>
- PMP Certification: <https://mtc.ca.gov/tools-resources/technical-assistance/streetsaverr/pavement-management-program-pmp-certification>
- Pavement Condition of Bay Area Jurisdictions 2024: <https://mtc.ca.gov/operations/programs-projects/streets-roads-arterials/pavement-condition-index>
- Preliminary Regional Zero Emission Transit Transition Strategy presentation to Commission: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6886707&GUID=2C085C7A-B0AC-41F5-A5DC-0BD2E9E00841>
- Contra Costa Countywide Vision Zero Action Plan: <https://ccta.ca.gov/planning/countywide-vision-zero/>
- Napa Valley Countywide Vision Zero Action Plan: <https://nvta.ca.gov/planning-and-projects/planning/regional/napa-valley-vision-zero/>
- San Mateo Countywide Local Road Safety Plan: <https://nvta.ca.gov/planning-and-projects/planning/regional/napa-valley-vision-zero/>
- Kickoff of the 5-year Active Transportation & Vision Zero Regional Coordination Project covering nine Bay Area counties: <https://mtc.ca.gov/planning/transportation/bicycle-pedestrian-micromobility/active-transportation-vision-zero-regional-coordination-vz-project>

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Conduct Regional Transit Capital Inventory update	Staff	Updated inventory of Transit Assets	General Fund	01/01/27	03/30/27
2	Set TAM Targets	Staff	FY 2027 Transit Asset Performance Targets (once)	General Fund	07/01/26	06/30/27
3	Complete TAM 2026 Regional Tier II Group Plan	Staff	2026 Regional Tier II Group Plan	General Fund	07/01/26	01/01/27
4	Provide support to the Transit Asset Management Working Group.	Staff	Meetings and Meeting Materials (as needed)	General Fund	07/01/26	06/30/27
5	Support Regional Safety Data System	Consultant (mySidewalk)	Continued maintenance and enhancement of Safety Data System (ongoing)	Exchange Fund and SS4A/STIP-PPM	07/01/26	06/30/27
6	Implement P-TAP 26 & 27	Consultant (Various)	Updated pavement conditions of local agencies (ongoing)	STBG/ General Fund/ Local Share	07/01/26	06/30/27
7	Develop 2025 Regional Pavement Condition Summary	Staff	State of the System report of local streets and roads (once)	STBG/ General Fund	07/01/26	12/31/26
8	Maintain PMP Certification	Staff	List of local agencies with PMP certification status (ongoing)	STBG/ General Fund/ Local Share	07/01/26	06/30/27
9	Provide technical training and support for StreetSaver users	Staff & Consultant (TBD)	Assistance as requested (as needed)	PMP Sales	07/01/26	06/30/27
10	Conduct Local Streets and Roads Needs Assessment	Staff	2026 Statewide Needs Assessment (ongoing)	STBG/ General Fund	07/01/26	06/30/27
11	Coordinate Regional Active Transportation & Vision Zero Workshops and Peer Exchanges	Staff & Consultant (Toole Design)	Completed Workshops and Peer Exchanges across all nine counties (ongoing)	STBG/ General Fund	07/01/26	06/30/27
12	Acquire additional datasets to support proactive analysis with the Regional Safety Data System	Staff	Improved Safety Data System and additional data, project deliverable (Request for Proposal, Call for Projects) (ongoing)	STBG/ General Fund and SS4A	07/01/26	06/30/27

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
14	Implement Regional Zero Emissions Transit Transition Strategy	Staff & Consultant (TY Lin Group)	Project Deliverables (memos, presentations)	General Fund/ STBG	07/01/25	06/30/26
13	Develop Regional Corridor Safety Studies	Staff & Local Jurisdictions	Project deliverable (Request for Proposal, Call for Projects)	SS4A	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

- Establish regional Transit Asset Performance Targets for 2027-28
- Complete NTD reporting for MTC-sponsored Tier II Group Transit Asset Management Plan
- Complete 2027 Regional Transit Capital Inventory (RTCI) update
- Continue maintenance and technical improvements of the Regional Safety Data System (Bay Area Vision Zero System — BayVIZ)
- Release 2026 Pavement Condition Summary
- Maintain PMP Certification status
- Administer PTAP 28 projects

G. Federal Planning Factors Addressed

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

Work Element 1515: State Programming, Monitoring and STIP Development

Project Manager: Karl Anderson

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 420,827
Benefits	225,698
Indirect	359,209
Consultants	47,447
Total Expenses	\$ 1,053,181

Revenues	FY 2026-27 Budget
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	\$ 590,449
General Fund	462,732
Total Revenues	\$ 1,053,181

Federal Share

0%

B. Project Description

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

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

and ensure all project delivery milestones are met so that funds are not lost to regional projects. MTC continues to be involved in guiding consensus in the remaining Proposition 1B programs, including the State-Local Partnership Program, Trade Corridor Improvement Fund, Local Bridge Seismic Retrofit Program (LBSRP) and the Public Transportation Modernization, Improvement and Service Enhancement Account Program.

- Senate Bill 99 (Chapter 359, Statutes of 2013) established the Active Transportation Program (ATP), combining several state- and federally-funded transportation programs (including the federal STBG Transportation Alternatives set-aside) into a single program administered by the CTC. MTC, as the RTPA and MPO for the nine counties of the San Francisco Bay Area, has programming responsibility for the regional component within the large-MPO portion of the ATP.
- The state budget proposes substantial funding in statewide Cap and Invest funding across various transportation program categories. Additionally, the Legislature also enacted a trailer bill, SB 862, providing a long-term funding framework by allocating percentages of future funds across similar program categories, including the Low Carbon Transit Operations Program (LCTOP), which provides operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility, with a priority on serving disadvantaged communities. As the MPO, MTC is responsible for programming the population-based funds under this program. MTC also helps coordinate HSR efforts within the Bay Area.
- MTC has created a web-enabled fund tracking database known as the Fund Management System (FMS), which is used to monitor STIP and ATP projects as well as to process STIP, ATP and SB 1 projects in the Transportation Improvement Program (TIP). MTC continues to maintain and enhance FMS and other fund tracking databases to support implementation of the TIP. MTC expects to transition from the current FMS system to software provided by EcoInteractive in Fiscal Year 2026-27 (see WE 1512 above).
- Senate Bill 1 (Chapter 5, Statutes of 2017) increases various transportation-related taxes and fees to augment funding for new and existing transportation programs. Certain revenues are distributed via formula, such as Local Streets and Roads, STIP augmentation, and Local Partnership Program formula funds. Other funds are placed in competitive programs, including the Solutions for Congested Corridors (SCC) program, Trade Corridor Enhancement Program (TCEP), ATP augmentation, Transit and Intercity Rail Capital Program (TIRCP, also funded through Cap and Trade), and Local Partnership Program competitive funding. The guidelines for these programs are administered through the CTC, CalSTA, and/or Caltrans.

C. Project Products

- Monthly project status reporting for STIP delivery: <https://mtc.legistar.com/LegislationDetail.aspx?ID=7783296&GUID=69CC493B-B001-4F50-B440-DEF7F9227792&Options=&Search=>
- 2024 RTIP Programming: <https://mtc.legistar.com/LegislationDetail.aspx?ID=7783296&GUID=69CC493B-B001-4F50-B440-DEF7F9227792&Options=&Search=>
- STIP Amendments and Extensions: <https://mtc.ca.gov/funding/state-funding/state-transportation-improvement-program-stip>
- Cycles 1-8 Regional Active Transportation Program: <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program>

- Updated and enhanced fund management and project tracking database (FMS): <https://fms.bayareametro.gov>
- Cap and Trade Framework: <https://mtc.ca.gov/funding/state-funding/cap-and-trade-funding>
- Program of Projects for LCTOP: <https://dot.ca.gov/programs/rail/low-carbon-transit-operations-program-lctop>
- SB 1 Competitive Program Prioritization Principles for Cycle 4: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6613835&GUID=9D633941-C7F3-44D1-B02A-905AB774D655&Options=&Search=>
- SB 1 Local Partnership Program Formula Share — MTC/BATA Programming: <https://mtc.legistar.com/View.ashx?M=F&ID=13047499&GUID=6378A022-31F6-4158-837E-9869A4061B39>
- SB 1 SCCP Program for Cycle 4: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6886711&GUID=A7F56C02-6B89-4F8F-8A2C-FBE2F324ABEE&Options=&Search=>
- SB 1 TCEP Program for Cycle 4: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6854320&GUID=DC60F459-B6E5-4BDE-A3BD-BBD3CA8F7A58&Options=&Search=>

D. Previous Accomplishments and Links to Relevant Products

- Implementation of the 2024 STIP including allocations, amendments and extensions.
- Development, implementation and delivery of the 2026 STIP (ongoing): https://mtc.ca.gov/sites/default/files/documents/2025-12/11b_26-0040_5_MTC_Resolution4728.pdf?cb=fa7d9bc5
- Semi-annual meetings with the Northern California Megaregion Group and Bay Area Goods Movement Collaborative on SB 1 Trade Corridor Enhancement Program (TCEP) and other freight-related funding programs and planning efforts
- Programming and monitoring of Proposition 1B funds (including LBSRP and Transit, Security and Trade corridors)
- Participation in various statewide funding, programming, and delivery committees and groups, including California Transportation Commission meetings.
- Guidelines development, programming, and implementation of the ATP, including upcoming ATP Cycle 8 and ATP technical assistance program: <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program>
- Adoption of a regional Cap and Trade framework to guide programming and prioritization of Cap-and-Trade funds over the Plan Bay Area 2050 timeframe and a distribution framework for the programming of LCTOP funds: <https://mtc.legistar.com/View.ashx?M=F&ID=12354382&GUID=00CBD5D4-AAF7-4341-B971-4FADD7C84D48>
- Guidelines development, programming, and implementation of various Senate Bill 1 (SB 1) programs and projects: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6613835&GUID=9D633941-C7F3-44D1-B02A-905AB774D655&Options=ID|Text|&Search=senate+bill+1>
- Quarterly meetings with Caltrans District 4 (D4) staff on project delivery of regionally-significant roadway projects

- Development, implementation and delivery for the fourth cycle of the CTC SB 1 competitive programs:
 - TCEP and SCC:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=6854320&GUID=DC60F459-B6E5-4BDE-A3BD-BBD3CA8F7A58&Options=&Search=>
 - LPP: <https://mtc.legistar.com/View.ashx?M=F&ID=13047499&GUID=6378A022-31F6-4158-837E-9869A4061B39>

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Prepare STIP Amendments and Extensions as requested (SB 45 Oversight)	Staff	STIP Amendments STIP Extensions	STIP PPM/ General Fund	07/01/26	06/30/27
2	Prepare status reports on STIP project delivery (SB 45 Oversight)	Staff	Status Reports on STIP Delivery (as needed)	STIP PPM/ General Fund	07/01/26	06/30/27
3	Prepare status reports on Proposition 1B project delivery	Staff	Status Reports on Proposition 1B delivery (as needed)	General Fund	07/01/26	06/30/27
4	Develop enhancements to web-enabled funding database	Staff	Updated database	STIP PPM/ General Fund	07/01/26	06/30/27
5	Participate in various statewide funding, programming, and delivery committees and groups (SB 45 Oversight)	Staff	Documents produced by committees (monthly)	STIP PPM/ General Fund	07/01/26	06/30/27
6	Implement the 2026 RTIP in coordination with Bay Area CTAs, transit operators, and Caltrans (SB 45 Oversight) Assist STIP project sponsors and Bay Area CTAs (as needed).	Staff	Commission action for amendments MTC concurrence letters for extensions and allocations	STIP PPM/ General Fund	07/01/26	06/30/27
7	Implement Cycles 1–8 ATP Assist local agencies with allocations, amendments and extensions.	Staff	Deliverables include Commission action for amendments and MTC concurrence letters for extensions and allocations.	STIP PPM/ General Fund	07/01/26	06/30/27

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
8	Attend CTC meetings (typically 7 per year)	Staff	Participation in CTC meetings and workshops (as scheduled) Email of meeting highlights for stakeholders and Letter for CTC Commissioners (ongoing)	STIP PPM/ General Fund	07/01/26	06/30/27
9	Develop, maintain, and implement enhancements and upgrades to database applications that manage the TIP, including the Fund Management System (FMS) (see WE 1512 above)	Staff & Consultant (TBD)	FMS enhancements (as needed) Development of new TIP database application (once)	STIP PPM/ General Fund	07/01/26	06/30/27
10	Develop LCTOP Population-Based program, coordinate with CalSTA, SGC, CARB, on other processes (TIRCP, AHSC, HSR, ZEV)	Staff	Annual Transit Operating and Capital Program (once, and as needed)	General Fund	07/01/26	06/30/27
11	Participate in Cap & Trade Development process	Staff	Ongoing project monitoring (ongoing)	General Fund	07/01/26	06/30/27
12	Develop and implement programs authorized in SB 1	Staff	Programming and implementation of SCC, TCEP, LPP, TIRCP, etc. (ongoing)	STIP PPM/ General Fund	07/01/26	06/30/27
13	Implement ATP Technical Assistance (TA) Scoping and Application Program	Staff	Guidelines for receiving TA and call for assistance to advance active transportation projects for the State ATP (ongoing)	STIP PPM	07/01/26	4/30/27

F. Anticipated Future Activities (FY 2027-28)

- Attend CTC meetings (typically 7 per year)
- Quarterly meetings with Caltrans District staff on project delivery of regionally significant highway projects
- Semi-annual meetings with the Northern California Megaregion Group and Bay Area Goods Movement Collaborative on SB 1 Trade Corridor Enhancement Program (TCEP) and other freight-related funding programs and planning efforts
- Participation in various statewide funding, programming, and delivery committees and groups
- Develop enhancements to web-enabled funding database
- Monthly project status reporting for STIP delivery
- Prepare STIP Amendments and Extensions as requested (SB 45 Oversight)

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

G. Federal Planning Factors Addressed

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

WORK ELEMENTS FUNDED BY STATE AND LOCAL SOURCES

FY 2026–2027

Work Element 1114: Support the Community Advisory Council

Project Manager: Kÿ-Nam Miller

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 193,983
Benefits	104,036
Indirect	165,580
Total Expenses	\$ 463,599

Revenues	FY 2026-27 Budget
General Fund	\$ 463,599
Total Revenues	\$ 463,599

Federal Share

0%

B. Project Description

In an effort to involve residents of diverse backgrounds and interests in developing plans and programs in a manner consistent with applicable state and federal requirements and Commission policy, and to ensure that a wide spectrum of views is considered in developing Commission policy, MTC provides staff support to the Commission's Community Advisory Council. This entity was previously known as the Policy Advisory Council until it was merged with the ABAG advisory group to form the Community Advisory Council in early 2026. The Council, in both iterations, advises the Commission on policies and plans in the San Francisco Bay Area. The 27 Councilmembers are recruited from diverse backgrounds from all nine Bay Area counties and serve a four-year term.

C. Project Products

- Community Advisory Council meeting packets
- Council Subcommittee meeting packets (subject to creating subcommittees at the Chair's discretion)
- Council Reports/Motions to the Commission
- Annual Meetings with Commissioners, ABAG Executive Board Members and the Council

D. Previous Accomplishments and Links to Relevant Products

- The previously existing Policy Advisory Council advised the Commission on multiple subjects in the first two quarters of FY25–26 including Plan Bay Area 2050+ implementation, Transit 2050+, proposed toll increases, addressing the transit operating fiscal cliff, a proposed regional Transportation Funding measure, including input to shape legislative advocacy, Clipper START, the Next Generation Bay Area Freeways Study, the Cycle 5 Lifeline Transportation Program, the Express

Lanes Means-based Toll Discount pilot, youth programs, the Equity Platform, the Regional Vision Zero Safety Program and a proposed regional transportation revenue measure.

- The Policy Advisory Council worked with staff to provide updates to the Council on MTC’s ongoing DBE and Title VI activities; received updates on the merged advisory body serving both MTC and ABAG; participated in field trips to examine mapping and wayfinding prototypes at sites in Santa Rose and El Cerrito, and provided ongoing input to MTC staff.
- The new MTC ABAG Community Advisory Council convened for the first time in March 2026: <https://mtc.ca.gov/about-mtc/committees/mtc-abag-community-advisory-council>

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff monthly meetings of the Community Advisory Council	Staff	Meeting agendas and packets, staff reports, presentation materials (ongoing)	General Fund	07/01/26	06/30/27
2	Staff Council subcommittees and ad hoc working groups as needed	Staff	Meeting agendas and packets, staff reports, presentation materials (ongoing)	General Fund	07/01/26	06/30/27
3	Coordinate with the staff liaison to the Regional Network Management Customer Advisory Group	Staff	Shared meeting agendas and support with recruitment and selections (ongoing)	General Fund	07/01/26	06/30/27
4	Draft and deliver monthly staff liaison reports to the Council including follow-up responses from presenting staff; highlights from executive director’s report to the Agency Leadership; and news highlights from MTC’s Bay Link blog	Staff	Monthly reports (ongoing)	General Fund	07/01/26	06/30/27
5	Plan and implement the annual meeting with Commission Leadership, ABAG Executive Leadership and the Council	Staff	Meeting agenda and presentation materials (once)	General Fund	01/01/27	06/30/27
6	Assist with Council reports/ motions to the Commission	Staff	Memos, as needed (ongoing)	General Fund	07/01/26	06/30/27
7	Recruit advisory members, if needed, and make selection recommendations to relevant Commissioners	Staff	Recruitment process (as needed)	General Fund	07/01/26	06/30/27
8	Orientation for Council replacements, as needed	Staff	Presentations (as needed)	General Fund	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

- Staff the Community Advisory Council and its subcommittees, as needed (ongoing)
- Plan and implement the annual meeting(s) with the Commission and ABAG Executive Board leadership and the Council
- Assist with Council reports and motions to the Commission and ABAG Executive Board

G. Federal Planning Factors Addressed

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

Work Element 1131: Develop an Effective Legislative Program

Project Manager: Georgia Gann Dohrmann

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 234,132
Benefits	125,571
Indirect	199,851
Total Expenses	\$ 559,554

Revenues	FY 2026-27 Budget
General Fund	\$ 559,554
Total Revenues	\$ 559,554

Federal Share

0%

B. Project Description

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

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

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

C. Project Products

Annual Advocacy Program

- Develop an annual advocacy program that makes progress on our core regional goals, including performance targets identified in Plan Bay Area 2050+, and that supports delivery of the user-facing

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

- Prepare meeting materials related to the annual advocacy program.

D. Previous Accomplishments and Links to Relevant Products

- The 2024 Advocacy Program can be found here: https://mtc.ca.gov/sites/default/files/documents/2024-01/Approved_Final_2024_Advocacy_Program.pdf
- The 2025 Advocacy Program can be found here: https://mtc.ca.gov/sites/default/files/documents/2025-01/2025_Advocacy_Program.pdf
- The 2026 Advocacy Program can be found here: <https://mtc.ca.gov/digital-library/5135348-2026-mtc-and-abag-legislative-advocacy-program>

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Plan for 2027 and future year legislative priorities	Staff	N/A - track ongoing policy and legislation	General Fund	07/01/26	10/31/26
2	Seek input from Bay Area stakeholders, including the Community Advisory Council	Staff	Meeting agendas and packets	General Fund	11/01/26	12/31/26
3	Staff meetings of the Joint MTC ABAG Legislation Committee to seek feedback on and secure approval of the 2027 advocacy program	Staff	Meeting agendas and packets	General Fund	11/01/26	12/31/26

F. Anticipated Future Activities (FY 2027-28)

- Develop the 2028 annual advocacy program.
- Seek input from stakeholders and committees on the 2028 annual advocacy program.

G. Federal Planning Factors Addressed

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

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

Work Element 1132: Advocate Legislative Programs

Project Manager: Georgia Gann Dohrmann

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 121,425
Benefits	65,123
Indirect	103,646
Consultants	643,414
Total Expenses	\$ 933,608

Revenues	FY 2026-27 Budget
Bay Area Toll Authority (BATA) Reimbursement	\$ 107,968
General Fund	825,640
Total Revenues	\$ 933,608

Federal Share

0%

B. Project Description

To implement the goals of MTC's 2026 and 2027 Advocacy Programs, staff develops legislative positions and proposals, obtains Commission approval, and advocates our positions and proposals to the appropriate legislative bodies in Sacramento and Washington, D.C. Consultants support this advocacy. Advocacy includes visits between MTC staff and Commissioners and state and federal elected officials and their staff, as well as legislative committee staff and officials within the state and federal executive branch.

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

C. Project Products

- Provide updates on legislative and advocacy matters, including to Commissioners, and MTC-ABAG's advisory group.
- Prepare memos and other written materials for the MTC and ABAG Joint Legislation Committee and other meetings as needed.
- Develop reports to Congress, as well as additional materials to support state and federal advocacy.
- Maintain the legislative portion of MTC's website.

D. Previous Accomplishments and Links to Relevant Products

- 2025 Advocacy Program: https://mtc.ca.gov/sites/default/files/documents/2025-01/2025_Advocacy_Program.pdf?cb=ff27ed94

- 2025 Legislative Scorecard: <https://mtc.legistar.com/gateway.aspx?M=F&ID=89d76d95-2a5f-4ffa-9bd1-c1d100acc2c9.pdf>
<https://mtc.legistar.com/LegislationDetail.aspx?ID=7662663&GUID=3F2D10E1-DB93-4407-B8E7-EB7E543EACA9>
- 2026 Advocacy Program: <https://mtc.legistar.com/gateway.aspx?M=F&ID=bbe41286-a959-4d80-bbad-fa44d1d64ded.pdf>
- Legislation Committee memos: <https://mtc.ca.gov/meetings-events>
- Legislative History: <https://mtc.legistar.com/Calendar.aspx>
- 2025 Report to Congress: https://mtc.ca.gov/sites/default/files/documents/2025-05/2025_Report_to_Congress_05-23-2025.pdf?cb=ac35cecc
- 2025 Sacramento Advocacy Materials:
 - <https://mtc.ca.gov/digital-library/5038713-connect-bay-area-new-regional-transportation-revenue-measure>
 - https://mtc.ca.gov/sites/default/files/documents/2025-03/State_Action_Need_Secure_Future_BA_Transit-Handout_03-2025.pdf?cb=a02cd3ed
 - https://mtc.ca.gov/sites/default/files/documents/2025-03/Advancing_Affordable_Bay_Area_BAHFA_First_Five_Years_03-2025.pdf?cb=c351e859
 - <https://mtc.ca.gov/digital-library/5038714-regional-early-action-planning-20-combating-climate-change-and-building-affordable-housing>
 - <https://mtc.ca.gov/digital-library/5025720-2024-bay-area-affordable-housing-bond-fact-sheet>

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff monthly meetings of the Joint MTC ABAG Legislation Committee	Staff	Meeting agendas and packets Staff reports and presentations (ongoing)	General Fund	07/01/26	06/30/27
2	Track legislative landscape	Staff	Monthly reports (ongoing) Legislative histories found here: https://mtc.legistar.com/Calendar.aspx Federal advocate monthly reports (meeting materials TBD)	General Fund	07/01/26	06/30/27
3	Provide updates to Community Advisory Council & outside organizations	Staff	Staff memos & reports (as needed)	General Fund	07/01/26	06/30/27
4	Meet with legislators, staff, and agency officials	Staff & Consultants	Briefing materials (as needed)	General Fund /BATA	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

- Staff committee meetings, including tracking legislation, analyzing bills and policies, making position recommendations
- Advocate to the state legislature, Congress, and state and federal executive branches consistent with the annual advocacy program, including preparing for and executing annual advocacy trips to Sacramento and Washington, D.C.

G. Federal Planning Factors Addressed

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

Work Element 1156: Library Services

Project Manager: Julie Teglovic

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 133,542
Benefits	71,621
Indirect	113,989
Total Expenses	\$ 319,152

Revenues	FY 2026-27 Budget
General Fund	\$ 319,152
Total Revenues	\$ 319,152

Federal Share

0%

B. Project Description

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

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

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

C. Project Products

- Library catalog
- Library website
- Headlines for transportation, housing, the economy, and the environment

D. Previous Accomplishments and Links to Relevant Products

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

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Manage MTC-ABAG Library, maintain a collection of print and electronic format documents and sources of information that support the work of MTC and ABAG	Staff	Library and library services (ongoing)	General Fund	07/01/26	06/30/27
2	Provide reference services to MTC Commission, ABAG Executive Board, MTC and ABAG staff, outside agencies, and the public	Staff	Reference services (ongoing)	General Fund	07/01/26	06/30/27
3	Screen major media, prepare and disseminate daily electronic “Headlines” compilation via email and Web	Staff	Headlines (ongoing)	General Fund	07/01/26	06/30/27
4	Maintain the MTC Records Management Program for archiving internal records	Staff	Records Management Program (ongoing)	General Fund	07/01/26	06/30/27
5	Provide electronic access to the library catalog through the Internet	Staff	Library catalog (ongoing)	General Fund	07/01/26	06/30/27
6	Maintain the library and publications sections of MTC’s Web page	Staff	Publications listing (ongoing)	General Fund	07/01/26	06/30/27
7	Maintain internal library SharePoint site	Staff	Library and Library Services SharePoint pages (ongoing)	General Fund	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

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

G. Federal Planning Factors Addressed

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

Work Element 1312: Support Title VI and Environmental Justice

Project Manager: Ryan DeCoud

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 80,376
Benefits	43,108
Indirect	68,608
Consultants	300,000
Total Expenses	\$ 492,092

Revenues	FY 2026-27 Budget
General Fund	\$ 492,092
Total Revenues	\$ 492,092

Federal Share

0%

B. Project Description

MTC is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color or national origin, as provided in Title VI of the Civil Rights Act and 49 Code of Federal Regulations Part 21.

Furthermore, MTC is committed to assisting state and federal agencies in any Environmental Justice requirements as defined via statute or policy guidance.

The objective of this work element is to support MTC's Title VI and Environmental Justice activities, such as:

- Ensuring no person is excluded from participation in, denied the benefits of, or discriminated against under MTC projects and/or programs on the basis of race, color, or national origin.
- Providing language assistance for Limited English Proficient (LEP) populations.
- Examining the benefits and burdens of proposed transportation investments and determining if the plan has any adverse impacts on any population.

C. Project Products

- Development and Implementation of Public Outreach Activities
- Title VI Program and Report

D. Previous Accomplishments and Links to Relevant Products

Beneficiary Notifications

- MTC informs members of the public of their rights under Title VI in several ways, including notification at the MTC offices, on MTC’s website and in MTC’s Library. MTC incorporates notice of the availability of language assistance into its existing outreach materials. For special projects, such as the long-range regional plan (Plan Bay Area), MTC works with stakeholders to inform LEP individuals of available services, including the availability of language assistance services.

Equity Analysis Reports

- Plan Bay Area 2050+ Equity Analysis: MTC and ABAG developed Plan Bay Area 2050+ as an update to the current long-range plan, Plan Bay Area 2050, that is poised to accommodate future housing, transportation, environmental resilience, and employment growth over the next three decades and ensure that the Bay Area is affordable, connected, diverse, healthy and vibrant for all. The plan was designed to fulfill federal and state requirements and serves as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the San Francisco Bay Area.
 - The Equity Analysis Report for Plan Bay Area 2050+ summarizes equity-focused components that have been weaved into the plan’s 35 strategies, identifies the share of planned investments that directly benefit households with low incomes and people of color, and analyzes forecasted outcomes of the plan and its impact on existing disparities in the region. The analysis also demonstrates MTC’s compliance as a metropolitan planning organization (MPO) with federal requirements related to Title VI in the Regional Transportation Plan (RTP) development process by examining the benefits and burdens of proposed transportation investments on people of color and determining if the plan has any adverse impacts on specific populations. The Final Equity Analysis report for Plan Bay Area 2050+ can be viewed at: <https://planbayarea.org/digital-library/final-plan-bay-area-2050-plus-equity-analysis-reportpdf>
- Clipper® BayPass Phase 2 Pilot Program Equity Analysis: Clipper BayPass is a pilot fare pass that provides free access to all bus, rail, and ferry services operated by transit agencies in the nine-county San Francisco Bay Area region (Table 1). The Metropolitan Transportation Commission (MTC) piloted this program in response to the recommendations of the Fare Coordination/Integration Study, which focused on creating a more customer-friendly transit fare system in the Bay Area. The Phase 2 pilot expanded eligibility to include Bay Area employers and allowed any institution with 100 or more members to apply for participation, and included a detailed equity analysis:
<https://mtc.legistar.com/LegislationDetail.aspx?From=RSS&ID=7455911&GUID=A3A477A6-9946-4F2B-B5D9-F9835263EFC0>
 - The Equity Analysis Report for Clipper® BayPass Phase 2 identified transit operators who are participating in the program and reviewed whether the program’s implementation created a disparate impact or disproportionate burden. The analysis established a demographic profile of eligible BayPass recipients, developed a regional ridership demographic profile, and calculated the differential impact by comparing the percentage of

specific populations among eligible recipients versus the overall regional transit ridership. This information was assessed against an established threshold to determine if any disparate impacts or disproportionate burdens exist. Through this Equity Analysis it was determined that the Clipper® BayPass program does not result in disparate impacts or disproportionate burdens for protected populations.

Other Activities

- Implement regional programs that invest strategically to enhance mobility for Equity Priority Communities and transportation-disadvantaged populations.
- Pursue state and federal advocacy initiatives related to supporting and improving the region's affordable housing and transportation options.
- Integrated regional indicators related to affordability, employment and environmental justice as part of the region's broader performance monitoring program (Vital Signs), discussed further in WE 1212: <https://www.vitalsigns.mtc.ca.gov/>.
- Developed guidelines for Cycle 6 of MTC's Lifeline Transportation Program based on issues, needs, and priorities; discussed further in WE 1310: https://mtc.ca.gov/sites/default/files/1_LTP%20C6%20Guidelines.pdf
- Assisted county transportation agencies with data and analysis to support the development of Countywide Transportation Plans.
- Provided TA to FTA Section 5310 applicants from the Bay Area on Title VI program development. Caltrans is the direct recipient of Section 5310 funds, and MTC provides support and TA to 5310 sub recipients and program applicants; discussed further in WE 1310.

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Monitor Plan Bay Area 2060 engagement activities that engage Title VI/EJ/LEP communities, as appropriate	Staff	Staff reports	General Fund	07/01/26	06/30/27
2	Continue to prepare federally-required Title VI and/or EJ reports and analyses	Staff & Consultants	Staff reports	General Fund	07/01/26	06/30/27
3	Continue to work with Community Advisory Council, the Bay Area Partnership, and other stakeholder groups on actions that will advance equity and environmental justice in the region	Staff	Meeting agendas Presentation materials	General Fund	07/01/26	06/30/27
4	Update MTC's Language Assistance Plan	Staff & Consultant (TBD)	Final Language Assistance Plan, including four factor analysis	General Fund	07/01/26	06/30/27

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
5	Update MTC's Title VI Compliance Report & submit to the FTA in October 2026	Staff	Title VI Triennial Compliance Report	General Fund	07/01/26	10/31/26

F. Anticipated Future Activities (FY 2027-28)

- As needed, develop Title VI/EJ reports and analyses.
- Continue to work collaboratively with Community Advisory Council and the Bay Area Partnership.
- Continue to meet with the Title VI working group on a quarterly basis.
- Continue advance public outreach activities that engage Title VI, EJ and LEP communities in the implementation of the regional plan.
- Include appropriate Title VI/nondiscrimination language in all appropriate contracts.
- Continue to work with MTC Community Advisory Council and other regional partners and stakeholders to advance MTC's Equity Platform (<https://mtc.ca.gov/about-mtc/what-mtc/mtc-abag-equity-platform>).

G. Federal Planning Factors Addressed

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

Work Element 1514: Regional Assistance Program and Project Reviews

Project Manager: Shruti Hari and Luis Garcia

A. Budget

Expenses	FY 2026-27 Budget
Salaries	\$ 382,124
Benefits	204,942
Indirect	326,173
Consultants	960,801
Total Expenses	\$ 1,874,040

Revenues	FY 2026-27 Budget
State Transit Assistance (STA)	\$ 1,337,898
General Fund	536,142
Total Revenues	\$ 1,874,040

Federal Share

0%

B. Project Description

MTC allocates transportation assistance funds and administers and accounts for these funds, including Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), STA State of Good Repair, Regional Measure 2 (RM 2) and Regional Measure 3 (RM 3) operating funds. MTC also administers the 25% share of the one-half cent BART sales tax (“AB1107” funds) for AC Transit, BART and San Francisco Municipal Transportation Agency pursuant to Public Utilities Code Section 29142.2(b); and various toll bridge-related revenues to support public transportation programs and projects.

Administration of these funds requires development, maintenance and distribution of fund application forms and instructions; related financial accounting; evaluation of fund applications (“claims”); development of materials to support allocation recommendations to the Commission; assistance to applicants in compliance with procedural, regulatory and statutory requirements.

Pursuant to PUC Section 99246, administration of TDA and STA funds requires MTC’s oversight of the Triennial Performance Audits of transit operators and MTC (independent audits are conducted annually on a rotating basis affecting a specified group of operators). MTC conducts audits of claimants to ensure compliance with laws, regulations, and administrative requirements. Pursuant to PUC Section 99244, MTC must annually identify, analyze and recommend potential productivity improvements. MTC annually adopts a Productivity Improvement Program (PIP) to comply with PUC Section 99244.

MTC has discretion over the population-based portion of STA funds (PUC Section 99313) and retains a portion of these funds pursuant to PUC Section 99313.6(d). These funds are used to implement projects that enhance transit coordination such as Clipper, the Clipper START means-based fare discount program, and 511. MTC annually adopts a program of projects for the use of these funds.

C. Project Products

- Allocations of TDA, STA, STA-SGR, RM 2 Operating and RM 3 Operating funds by resolution, amendments to the resolution, and Executive Director’s Delegation of Authority (DA): <https://mtc.legistar.com/LegislationDetail.aspx?ID=7971467&GUID=B8FFCEDB-A900-4173-A0B6-FA5D04C4DD41>
- Quarterly report on the allocations through Executive Director’s DA: <https://mtc.legistar.com/LegislationDetail.aspx?ID=7971459&GUID=D7EA0274-AEF6-4435-94DB-1E0A68B1134C>
- Triennial Performance Audit of a portion of Bay Area operators on a rolling basis: <https://mtc.ca.gov/funding/regional-funding/tda-sta/allocation-requests-audits>
- PIP: <https://mtc.ca.gov/digital-library/5039232-mtc-resolution-no-4689-adoption-mtcs-fy2024-25-productivity-improvement-program-pip>
- STA Regional Coordination Program: https://mtc.ca.gov/sites/default/files/meetings/attachments/6327/8e_25_0717_2_MTC_Resolution_4704.pdf
- Annual fund estimates and distributions for transit operating revenues: <https://mtc.ca.gov/funding/regional-funding/tda-sta/fund-estimate>

D. Previous Accomplishments and Links to Relevant Products

Project products under this work item are ongoing. Therefore, all the work products identified above have been or will be produced in FY 2026-27 and occur annually.

E. Work Plan (FY 2026-27)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop the FY 2027-28 annual fund estimate of transit operating revenues	Staff	Annual fund estimate and distribution for Transit Operating Revenues (once)	General Fund	01/01/27	02/28/27
2	Review and process ongoing requests for TDA, STA, RM 2 Operating and RM3 Operating funds	Staff	Allocation Resolutions and Amendments to Resolutions (as needed)	STA/General Fund	07/01/26	06/30/27
3	Develop Quarterly Report on allocations by DA	Staff	Quarterly Report of the DA (quarterly)	STA/General Fund	07/01/26	06/30/27
4	Conduct Triennial Audits for FY 2023-24 through FY 2025-26	Consultant (Pierlott & Associates, LLC)	Draft and Final Triennial Audit Report (ongoing)	General Fund	07/01/26	06/30/27
5	Develop and Adopt PIP	Staff	Resolution and PIP (ongoing)	General Fund	10/01/26	03/31/27

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
6	Update and distribution claim forms to request TDA and STA for FY 2027-28	Staff	FY 2027-28 Claim Forms (as needed)	STA/ General Fund	01/15/27	03/31/27
7	Adopt STA Regional Coordination Program of projects for FY 2027-28	Staff	Resolution and Program of Projects (once per year)	STA/ General Fund	01/01/27	05/31/27
8	Develop external-facing Transit Operating Allocations Portal	Consultant (TBD)	Web Portal (once)	STA	07/01/26	06/30/27

F. Anticipated Future Activities (FY 2027-28)

Tasks 1–7 are ongoing work, meaning that the same work products are anticipated as in the current fiscal year. Task 8 is a one-time effort, which may require multiple fiscal years to define the scope and implement.

G. Federal Planning Factors Addressed

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

Metropolitan Transportation Commission
BUDGET SUMMARY
FY 2026–2027

Final FY 2026-27 Overall Work Program (OWP) Expense Estimates

	Total Budget	Salaries, Benefits	Indirect	Other Operating	Consultants
1112 Implement Public Information Program and Tribal Government Coordination	9,063,833	4,063,276	2,257,557	-	2,743,000
1113 Support the Partnership Board	540,782	347,636	193,146	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	11,432,517	4,008,270	2,227,006	-	5,197,241
1122 Analyze Regional Data Using GIS and Planning Models	3,582,679	1,804,885	1,002,795	-	774,999
1123 Advance Forecasting, Modeling, and Survey Programs	4,635,470	1,082,968	546,136	50,000	2,956,366
1124 Regional Goods Movement	103,088	66,270	36,818	-	-
1125 Active Transportation Planning	4,035,557	576,285	319,272	-	3,140,000
1127 Regional Trails	3,869,954	520,556	289,221	8,500	3,051,677
1128 Resilience and Hazards Planning	548,474	121,319	67,405	-	359,750
1212 Performance Measurement and Monitoring	675,744	222,258	123,486	-	330,000
1310 Equity, Access and Mobility Planning and Programs	29,038,485	767,684	426,526	-	27,844,275
1412 Transportation Conformity and Air Quality Planning	191,912	123,368	68,544	-	-
1413 Climate Initiatives	26,082,574	1,349,625	749,852	-	23,983,097
1511 Conduct Financial Analysis and Planning	2,140,637	540,394	300,243	-	1,300,000
1512 Federal Programming, Monitoring and TIP Management	21,404,088	1,956,655	1,087,118	262,315	18,098,000
1611 Regional Growth Framework Planning and Implementation	46,520,523	1,284,814	713,846	-	44,521,863
1621 Network Management - Planning for Implementation	15,053,247	2,325,995	1,292,322	34,015	11,400,915
1623 SF Freeway Network Management Study	457,475	-	-	-	457,475
1626 Paratransit One-Seat Ride Pilot Evaluation	400,042	32,169	17,873	-	350,000
Funded by the Consolidated Planning Grant (CPG)	179,777,081	21,194,427	11,719,166	354,830	146,508,658
1233 Transportation Asset Management (TAM) Program	22,305,345	538,016	298,921	-	21,468,408
1515 State Programming, Monitoring and STIP Development	1,053,181	646,525	359,209	-	47,447
Funded by Federal/State Grants and Local Sources	23,358,526	1,184,541	658,130	-	21,515,855
1114 Support Policy Advisory Council	463,599	298,019	165,580	-	-
1131 Develop an Effective Legislative Program	559,554	359,703	199,851	-	-
1132 Advocate Legislative Programs	933,608	186,548	103,646	-	643,414
1156 Library Services	319,152	205,163	113,989	-	-
1311 Means Based Fare Program	11,218,749	-	-	104,000	11,114,749
1312 Support Title VI and Environmental Justice	492,092	123,484	68,608	-	300,000
1514 Regional Assistance Programs and Project Reviews	1,874,040	587,066	326,173	-	960,801
Funded by State and Local Sources	15,860,794	1,759,983	977,847	104,000	13,018,964
Total Expense Estimates	218,996,401	24,138,951	13,355,143	458,830	181,043,477

**Final FY 2026-27 Overall Work Program (OWP)
Revenue Estimates**

		(1) FHWA PL FY 26-27	(2) FHWA PL FY 25-26 (C/O)	(1) FHWA PL FY 26-27 CS BIL	(2) FHWA PL FY 25-26 (C/O) CS BIL	(3) FTA 5303 FY 26-27	(4) FTA 5303 FY 25-26 (C/O)	FHWA SP&R Part I FY 24-25	FTA 5304 FY 24-25 (C/O)	RMRA SB 1 Sustainable Communities Formula FY 26-27	RMRA SB 1 Sustainable Communities Formula FY 25-26 (C/O)	RMRA SB 1 Sustainable Communities Formula FY 24-25 (C/O)
			Fund Sc# 1109 CO		Fund Sc# 1116 CO		Fund Sc# 1602 CO	Fund Sc# 1307	Fund Sc# 1696	Fund Sc# SB1 FY27	Fund Sc# 2226	Fund Sc# 2224
Funded by the Consolidated Planning Grant (CPG)												
1112 Implement Public Information Program and Tribal Government Coordination	9,063,833	581,674	13,528	-	-	1,012,239	1,568,974	-	-	-	-	-
1113 Support the Partnership Board	540,782	201,115	-	-	-	-	-	-	-	-	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	11,432,517	722,402	3,530,172	-	-	450,000	242,673	-	-	1,297,911	2,074,953	230,128
1122 Analyze Regional Data Using GIS and Planning Models	3,582,679	1,372,646	197,401	-	-	247,716	-	-	-	-	-	-
1123 Advance Forecasting, Modeling, and Survey Programs	4,635,470	2,601,973	25,000	-	-	723,169	141,303	-	-	-	-	-
1124 Regional Goods Movement	103,088	76,124	26,964	-	-	-	-	-	-	-	-	-
1125 Active Transportation Planning	4,035,557	-	-	266,970	229,574	-	-	-	-	-	-	-
1127 Regional Trails	3,869,954	240,339	-	-	-	-	-	-	-	-	-	-
1128 Resilience and Hazards Planning	548,474	-	-	-	-	-	-	-	-	-	-	-
1212 Performance Measurement and Monitoring	675,744	345,744	-	-	-	-	-	-	-	-	-	-
1310 Equity, Access and Mobility Planning and Programs	29,038,485	-	-	-	-	-	-	-	-	-	-	-
1412 Transportation Conformity and Air Quality Planning	191,912	191,912	-	-	-	-	-	-	-	-	-	-
1413 Climate Initiatives	26,082,574	851,522	-	-	-	-	-	-	-	-	-	-
1511 Conduct Financial Analysis and Planning	2,140,637	332,268	-	-	-	1,684,760	-	-	-	-	-	-
1512 Federal Programming, Monitoring and TIP Management	21,404,088	1,739,935	47,346	-	-	520,436	-	-	-	-	-	-
1611 Regional Growth Framework Planning and Implementation	46,520,523	727,061	-	-	-	55,462	-	-	-	827,689	46,147	-
1621 Network Management - Planning for Implementation	15,053,247	427,102	-	-	-	266,434	-	-	-	-	-	-
1623 SF Freeway Network Management Study	457,475	-	-	-	-	-	-	365,980	-	-	-	-
1626 Paratransit One-Seat Ride Pilot Evaluation	400,042	-	-	-	-	-	-	-	350,000	-	-	-
Total Funded by the Consolidated Planning Grant (CPG)	179,777,081	10,411,817	3,840,411	266,970	229,574	4,960,216	1,952,950	365,980	350,000	2,125,600	2,121,100	230,128
Funded by Federal/State Grants and Local Sources												
1233 Transportation Asset Management (TAM) Program	22,305,345	-	-	-	-	-	-	-	-	-	-	-
1515 State Programming, Monitoring and STIP Development	1,053,181	-	-	-	-	-	-	-	-	-	-	-
Total Funded by Federal/State Grants and Local Sources	23,358,526	-	-	-	-	-	-	-	-	-	-	-
Funded by State and Local Sources												
1114 Support Policy Advisory Council	463,599	-	-	-	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	559,554	-	-	-	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	933,608	-	-	-	-	-	-	-	-	-	-	-
1156 Library Services	319,152	-	-	-	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	11,218,749	-	-	-	-	-	-	-	-	-	-	-
1312 Support Title VI and Environmental Justice	492,092	-	-	-	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	1,874,040	-	-	-	-	-	-	-	-	-	-	-
Total Funded by State and Local Sources	15,860,794	-	-	-	-	-	-	-	-	-	-	-
Total Revenue Estimates	218,996,401	10,411,817	3,840,411	266,970	229,574	4,960,216	1,952,950	365,980	350,000	2,125,600	2,121,100	230,128

(1): FHWA PL T.C. Match \$1,194,235
(2): FHWA PL T.C. Match C/O \$440,495
(3): FTA 5303 PL T.C. Match \$568,937
(4): FTA 5303 PL T.C. Match C/O \$224,003
Total \$2,427,671

Final FY 2026-27 Overall Work Program (OWP) Revenue Estimates	2% Transit Transfer	5% Transit Transfer	ACTC	BAIFA	BATA Marketing	BATA Reimbursement	RM3 Capital	CPUC	Exchange Funds	General Fund	PMP
	Funded by the Consolidated Planning Grant (CPG)										
1112 Implement Public Information Program and Tribal Government Coordination	-	-	-	81,000	775,000	331,000	-	-	-	4,700,418	-
1113 Support the Partnership Board	-	-	-	-	-	-	-	-	-	339,667	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	-	-	-	-	-	-	-	-	-	1,432,458	-
1122 Analyze Regional Data Using GIS and Planning Models	-	-	-	-	-	-	-	-	-	1,764,916	-
1123 - Advance Forecasting, Modeling, and Survey Programs	-	-	-	-	-	-	-	-	-	512,242	-
1124 Regional Goods Movement	-	-	-	-	-	-	-	-	-	-	-
1125 Active Transportation Planning	-	-	-	-	-	-	-	-	2,740,000	-	-
1127 Regional Trails	812,919	328,591	-	-	-	138,020	1,000,000	-	600,000	243,635	-
1128 Resilience and Hazards Planning	-	-	-	-	-	-	-	-	-	247,474	-
1212 Performance Measurement and Monitoring	-	-	-	-	-	-	-	-	-	330,000	-
1310 Equity, Access and Mobility Planning and Programs	-	-	-	-	-	-	-	250,620	22,430,000	852,133	-
1412 Transportation Conformity and Air Quality Planning	-	-	-	-	-	-	-	-	-	-	-
1413 Climate Initiatives	-	-	-	-	-	-	-	-	-	-	-
1511 Conduct Financial Analysis and Planning	-	-	-	-	-	-	-	-	-	123,609	-
1512 Federal Programming, Monitoring and TIP Management	-	-	-	-	-	-	-	-	-	326,919	-
1611 Regional Growth Framework Planning and Implementation	-	-	600,000	-	-	-	-	-	10,232,037	348,632	-
1621 Network Management - Planning for Implementation	-	-	-	-	-	-	-	-	-	1,501,765	-
1623 SF Freeway Network Management Study	-	-	-	-	-	-	-	-	-	-	-
1626 Paratransit One-Seat Ride Pilot Evaluation	-	-	-	-	-	-	-	-	-	50,042	-
Total Funded by the Consolidated Planning Grant (CPG)	812,919	328,591	600,000	81,000	775,000	469,020	1,000,000	250,620	36,002,037	12,773,910	-
Funded by Federal/State Grants and Local Sources											
1233 Transportation Asset Management (TAM) Program	-	-	-	-	-	-	-	-	2,600,000	956,937	2,000,000
1515 State Programming, Monitoring and STIP Development	-	-	-	-	-	-	-	-	-	462,732	-
Total Funded by Federal/State Grants and Local Sources	-	-	-	-	-	-	-	-	2,600,000	1,419,669	2,000,000
Funded by State and Local Sources											
1114 Support Policy Advisory Council	-	-	-	-	-	-	-	-	-	463,599	-
1131 Develop an Effective Legislative Program	-	-	-	-	-	-	-	-	-	559,554	-
1132 Advocate Legislative Programs	-	-	-	-	-	107,968	-	-	-	825,640	-
1156 Library Services	-	-	-	-	-	-	-	-	-	319,152	-
1311 Means Based Fare Program	-	-	-	-	-	-	-	-	-	-	-
1312 Support Title VI and Environmental Justice	-	-	-	-	-	-	-	-	-	492,092	-
1514 Regional Assistance Programs and Project Reviews	-	-	-	-	-	-	-	-	-	536,142	-
Total Funded by State and Local Sources	-	-	-	-	-	107,968	-	-	-	3,196,179	-
Total Revenue Estimates	812,919	328,591	600,000	81,000	775,000	576,988	1,000,000	250,620	38,602,037	17,389,758	2,000,000

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(4): FTA 5303 PL T.C. Match C/O \$224,003
Total \$2,427,671

Final FY 2026-27 Overall Work Program (OWP) Revenue Estimates	PTAP LOCAL MATCH	RM2 Operating	RM2 Capital	STA FY26	STA FY27	STA	State Transit Assistance (STA) Exchange Fund	STBG	STBG (New)
	Funded by the Consolidated Planning Grant (CPG)								
1112 Implement Public Information Program and Tribal Government Coordination	-	-	-	-	-	-	-	-	-
1113 Support the Partnership Board	-	-	-	-	-	-	-	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	-	-	-	-	-	-	-	1,451,820	-
1122 Analyze Regional Data Using GIS and Planning Models	-	-	-	-	-	-	-	-	-
1123 - Advance Forecasting, Modeling, and Survey Programs	-	-	-	-	-	-	-	-	-
1124 Regional Goods Movement	-	-	-	-	-	-	-	-	-
1125 Active Transportation Planning	-	-	-	-	-	-	-	799,013	-
1127 Regional Trails	-	-	-	-	-	-	-	506,450	-
1128 Resilience and Hazards Planning	-	-	-	-	-	-	-	226,000	75,000
1212 Performance Measurement and Monitoring	-	-	-	-	-	-	-	-	-
1310 Equity, Access and Mobility Planning and Programs	-	-	-	2,400,000	-	529,275	-	176,457	2,400,000
1412 Transportation Conformity and Air Quality Planning	-	-	-	-	-	-	-	-	-
1413 Climate Initiatives	-	-	-	-	-	-	-	24,981,052	250,000
1511 Conduct Financial Analysis and Planning	-	-	-	-	-	-	-	-	-
1512 Federal Programming, Monitoring and TIP Management	-	-	-	-	-	-	-	8,671,452	9,948,000
1611 Regional Growth Framework Planning and Implementation	-	-	-	-	-	-	-	25,683,495	8,000,000
1621 Network Management - Planning for Implementation	-	352,170	244,000	257,000	1,835,000	2,294,000	2,692,985	4,432,791	750,000
1623 SF Freeway Network Management Study	-	-	-	-	-	-	-	-	-
1626 Paratransit One-Seat Ride Pilot Evaluation	-	-	-	-	-	-	-	-	-
Total Funded by the Consolidated Planning Grant (CPG)	-	352,170	244,000	2,657,000	1,835,000	2,823,275	2,692,985	66,928,530	21,423,000
Funded by Federal/State Grants and Local Sources									
1233 Transportation Asset Management (TAM) Program	625,000	-	-	-	-	-	-	4,363,408	1,760,000
1515 State Programming, Monitoring and STIP Development	-	-	-	-	-	-	-	-	-
Total Funded by Federal/State Grants and Local Sources	625,000	-	-	-	-	-	-	4,363,408	1,760,000
Funded by State and Local Sources									
1114 Support Policy Advisory Council	-	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	-	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	-	-	-	-	-	-	-	-	-
1156 Library Services	-	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	-	-	-	-	11,218,749	-	-	-	-
1312 Support Title VI and Environmental Justice	-	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	-	-	-	-	-	1,337,898	-	-	-
Total Funded by State and Local Sources	-	-	-	-	11,218,749	1,337,898	-	-	-
Total Revenue Estimates	625,000	352,170	244,000	2,657,000	13,053,749	4,161,173	2,692,985	71,291,938	23,183,000

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(3): FTA 5303 PL T.C. Match \$568,937
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Total \$2,427,671

Final FY 2026-27 Overall Work Program (OWP)								
Revenue Estimates								
	SS4A	STIP - PPM	U.S. National Science Foundation	SFCTA	SFCTA Prop L	VTA	STBG	FHWA PL & FTA 5303
							Toll Credit	Toll Credit
Funded by the Consolidated Planning Grant (CPG)								
1112 Implement Public Information Program and Tribal Government Coordination	-	-	-	-	-	-	-	364,335
1113 Support the Partnership Board	-	-	-	-	-	-	-	23,068
1121 Regional Transportation Plan/Sustainable Communities Strategy	-	-	-	-	-	-	166,524	567,221
1122 Analyze Regional Data Using GIS and Planning Models	-	-	-	-	-	-	-	208,497
1123 - Advance Forecasting, Modeling, and Survey Programs	-	-	300,000	131,783	-	200,000	-	400,469
1124 Regional Goods Movement	-	-	-	-	-	-	-	11,824
1125 Active Transportation Planning	-	-	-	-	-	-	91,647	-
1127 Regional Trails	-	-	-	-	-	-	58,090	27,567
1128 Resilience and Hazards Planning	-	-	-	-	-	-	34,525	-
1212 Performance Measurement and Monitoring	-	-	-	-	-	-	-	39,657
1310 Equity, Access and Mobility Planning and Programs	-	-	-	-	-	-	295,520	-
1412 Transportation Conformity and Air Quality Planning	-	-	-	-	-	-	-	22,012
1413 Climate Initiatives	-	-	-	-	-	-	2,894,002	97,670
1511 Conduct Financial Analysis and Planning	-	-	-	-	-	-	-	231,353
1512 Federal Programming, Monitoring and TIP Management	-	150,000	-	-	-	-	2,135,652	264,696
1611 Regional Growth Framework Planning and Implementation	-	-	-	-	-	-	1,974,973	89,755
1621 Network Management - Planning for Implementation	-	-	-	-	-	-	594,466	79,549
1623 SF Freeway Network Management Study	-	-	-	-	91,495	-	-	-
1626 Paratransit One-Seat Ride Pilot Evaluation	-	-	-	-	-	-	-	-
Total Funded by the Consolidated Planning Grant (CPG)	-	150,000	300,000	131,783	91,495	200,000	8,245,399	2,427,671
Funded by Federal/State Grants and Local Sources								
1233 Transportation Asset Management (TAM) Program	10,000,000	-	-	-	-	-	702,355	-
1515 State Programming, Monitoring and STIP Development	-	590,449	-	-	-	-	-	-
Total Funded by Federal/State Grants and Local Sources	10,000,000	590,449	-	-	-	-	702,355	-
Funded by State and Local Sources								
1114 Support Policy Advisory Council	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	-	-	-	-	-	-	-	-
1156 Library Services	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	-	-	-	-	-	-	-	-
1312 Support Title VI and Environmental Justice	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	-	-	-	-	-	-	-	-
Total Funded by State and Local Sources	-	-	-	-	-	-	-	-
Total Revenue Estimates	10,000,000	740,449	300,000	131,783	91,495	200,000	8,947,754	2,427,671

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(2): FHWA PL T.C. Match C/O \$440,495
(3): FTA 5303 PL T.C. Match \$568,937
(4): FTA 5303 PL T.C. Match C/O \$224,003
Total \$2,427,671

Appendix A:
**STATE AND FEDERALLY FUNDED COMPETITIVE
GRANT PROJECTS**
Caltrans Sustainable Transportation Planning Grant Program

FY 2022/2023 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2025 (RGAs), except where noted.

- **Improvements to Bike and Pedestrian Access at Sunnyvale Caltrain Station**

(\$383,423)

Applicant: City of Sunnyvale

Description: The Study will identify bicycle and pedestrian access improvements in the vicinity of the Sunnyvale Caltrain Station. The improvements will include signage, bicycle and pedestrian access paths and curb ramps, and bicycle amenities such as bike lockers. The Study will also identify possible public art displays and green infrastructure opportunities. The improvements will be developed through public outreach input from stakeholders that include underrepresented communities. The city will be consulting a Stakeholder Advisory Committee and Technical Advisory Committee. The city will have ongoing Community and Stakeholder Meetings throughout the project. The key stakeholders for this project will include local agencies and community groups (see Scope of work for a detailed list of agencies, stakeholders, and community groups). The final deliverable will be a Final Study that summarizes the recommended improvements and a plan with conceptual improvements, funding and implementation recommendations, and data analysis that was used to develop the final design recommendations.

- **Brotherhood Active Transportation and Open Space Plan** (\$641,812)

Applicant: San Francisco Transportation Authority

Description: This community driven planning process will develop concepts and conceptual designs for active transportation improvements that connect new recreational opportunities and housing near Lake Merced to the City's core active transportation network and nearby regional transit. The study will also engage community stakeholders to consider road realignment options which could create an opportunity for the creative re-use of up to 7 acres of land within an equity priority community with a documented deficiency of neighborhood open space. This study will coordinate and advance recommendations from existing plans including the San Francisco Bicycle Plan, Bay Area Regional Transit Station Access Plans, and the San Francisco Planning Department's Green Connections Network. The study aligns with needs, goals, and community feedback heard through ConnectSF, San Francisco's long range planning process and will help implement San Francisco's Vision Zero road safety policy as well as the adopted regional strategy in Plan Bay Area 2050 to create healthy and safe streets.

- **SFMTA Muni Metro Modernization Planning Study** (\$500,000)

Estimated Completion Date: June 30, 2025

Applicant: Metropolitan Transportation Commission

Sub Applicants: City and County of San Francisco; San Francisco Municipal Transportation Agency (SMFTA)

Description: The Muni Metro Modernization Planning Study (Study) will identify infrastructure projects that provide critical capacity and reliability improvements for San Francisco's Muni Metro light-rail network. The outcome of the Study will be a package of projects to pursue that would be competitive for a Federal Transit Administration Core Capacity Grant, which could provide hundreds of millions of dollars to fund construction of identified projects. The Study's focus on improving transit capacity directly supports the California Transportation Plan recommendation to improve transit, rail, and shared mobility options. Study deliverables will include memos addressing: strategy identification and research, strategy capacity evaluation, feasible initial investments by corridor, a funding and implementation strategy, and summary of outreach activities

FY 2023/2024 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2026 (RGAs), except where noted.

- **Sebastopol Main Street State Highways Subregional Planning and Core Redesign** (\$230,178)

Applicant: City of Sebastopol

Description: A preferred plan for the downtown segments of State Route (SR) 116 and SR 12 will address multimodal transportation, safety, sustainability, accessibility, and economic development, while supporting the City's land use and housing goals. Sebastopol is one of the few incorporated cities in California where two State Highways intersect and serve as the downtown's two primary routes of travel. The high volume of regional traffic has negatively impacted the vitality of local businesses and the safety of pedestrians and bicyclists traversing the downtown area. The plan will engage disadvantaged residents to effectively address community-identified needs and inequities to develop a regional strategy for State, County and other local roadways to address capacity and freight movement to support the downtown corridor plan.

- **Vehicles Miles Traveled (VMT) Reduction and Mobility Enhancement Toolkit (TAM)** (\$518,931)

Applicant: Transportation Authority of Marin

Description: The project will produce a VMT Reduction/Mobility Enhancement Toolkit to assist local agencies in identifying and quantifying mitigations to VMT transportation impacts and improve multimodal transportation to serve Marin's residents, especially those in areas of equity focus. The toolkit would more precisely quantify VMT reductions in the local context and prioritize mitigations through local input, to maximize mode shift improve cost effectiveness for agencies, and offer affordability and convenience for users.

- **Active 101: U.S. 101 San Mateo County Corridor Crossings Improvement Implementation Plan (SMCTA)** (\$400,156)

Applicant: San Mateo County Transportation Authority

Description: The U.S. 101 San Mateo County Crossings Improvement Implementation Plan (Active 101) will identify, conceptualize, and prioritize infrastructure projects that improve mobility for people walking, biking and using transit at crossings and intersections within a quarter-mile of the U.S. 101 in San Mateo County to close active transportation gaps and foster enhanced mobility with priority for underserved communities. The plan will serve as a

roadmap for the San Mateo County Transportation Authority (TA), Caltrans, and U.S. 101 corridor cities to lead the closure of critical gaps in the countywide active transportation network. Projects such as intersection improvements and bikeway gap closures will be prioritized based on criteria that considers equity, cost, and safety among other factors and conceptual plans, cost estimates, and funding strategies will be developed to support future grants for construction. Active 101 will build on existing foundational planning documents and previous public engagement efforts for districtwide and countywide bike and pedestrian plans to work directly with community members, Caltrans, U.S. 101 corridor cities, and affected transit agencies and partners to obtain meaningful input on conceptual design alternatives and help garner local public support and consensus to move projects into implementation.

- **SMART Quality of Life and Economic Impact Assessment** (\$400,000)

Applicant: Sonoma-Marín Area Rail Transit District

Description: This project is a quality of life and economic impact assessment of the rail and pathway system, in order to quantify current and future impacts of the passenger and freight rail and parallel non-motorized pathway on land use and development, the economy, greenhouse gas emissions, mobility, health, and quality of life in Sonoma and Marin counties. The project is needed 1) to demonstrate the multiple objectives and benefits that result from past and continued investment; 2) to support community engagement and education around this new and growing passenger rail system in the North Bay; and 3) to establish a more nuanced picture of the return on multimodal investment, in order to understand what benefits have resulted from the investment to-date, what benefits are anticipated over a multi-decade planning horizon, and what benefits could be expected if capital funds are secured to complete the system and long-term operating funding to ensure robust service levels. Using current and forecasted data, vetted methodologies, and surveys, the project's main deliverable will include a quality of life and economic impact assessment that evaluates current and future impact as it relates to the grant program objectives. In alignment with the vision and network outlined in Caltrans' State Rail Plan and the state's Climate Action Plan for Transportation Infrastructure, the project will strengthen the case for multimodal transit, and help inform the next generation of multimodal transit investment in a way that further improves equity, economic, and accessibility benefits.

- **Sonoma County Vehicle Miles Traveled Mitigation Banking and Exchange Program (SCTA) (\$343,000)**

Applicant: Sonoma County Transportation Authority

Description: As Sonoma County jurisdictions implement Senate Bill 743 (Steinburg 2013) it has become apparent that many development projects will be unable to mitigate VMT related transportation impacts on site. The Governor's Office of Planning and Research has indicated that VMT mitigation fees, banking, or exchange programs could be implemented to allow project sponsors to offset VMT impacts off-site by contributing to transportation system improvements or programs that will reduce VMT. SCTA is seeking funding to secure consultant support to develop recommendations for one of these programs in Sonoma County.

FY 2024/2025 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: June 30, 2027 (RGAs), except where noted.

- **I-580/I-238/I-880 Safe Access and Community Resilience Plan** (\$564,000)

Applicant: Alameda County Transportation Commission

Description: The I-580/I-238/I-880 Safe Access and Community Resilience Plan will identify safety, access, and climate-adaptive improvements to support community resilience in communities adjacent to and disproportionately burdened by three heavily traveled interstates: I-880, I-238, and I-580. Building upon findings in the Caltrans District 4 Bicycle and Pedestrian Plan, the I-580 Comprehensive Multimodal Corridor Plan, and BART's assessment of gaps in multimodal access to stations, this plan will assess the barriers that major transportation infrastructure poses in this area and will develop recommendations that increase coverage of connected and safe, multimodal access to transit and planned development, encouraging mode-shift and more equitable outcomes for marginalized communities. The planning process will include a focused safety and access needs assessment, extensive stakeholder and community engagement to inform needs, priorities, and co-creation of recommendations that will include climate and community resilience elements such as greening and placemaking, leading to multi-benefit, community-enhancing recommendations. With an eye to implementation, the grant project will take recommendations further than in previous plans and develop concept designs, cost estimates and detailed funding plans for community-identified high-priority solutions. Alameda CTC will lead this collaborative effort with Caltrans, local jurisdictions (San Leandro, Hayward, Alameda County), Community-based Organizations, transit agencies (AC Transit, BART, Capitol Corridor), as well as special districts such as the Alameda County Flood Control District and the Hayward Area Recreational District.

- **Oakland-Alameda Estuary Waterway Study** (\$480,070)

Applicant: City of Alameda

Description: The Oakland-Alameda Estuary Waterway Study is a critical 16-month technical study of how vessels use the Oakland- Alameda Estuary (Estuary), a navigable waterway that separates the cities of Alameda and Oakland, in support of advancing a new proposed bicycle and pedestrian moveable bridge (Bridge) connecting the two cities. This study is necessary to move forward the Bridge project, which is included in 15 local, countywide, regional and state planning documents, and will create a sustainable, equitable and comfortable transportation option between the two cities

where none currently exists. The major deliverables of the Study include comprehensive data on the vessels using the Estuary, and desktop simulations of multiple potential bridge locations, which will allow the development of the height and width parameters for a potential bridge. The United States Coast Guard (USCG) and the commercial and recreational boating community will be key stakeholders. This study is a critical planning step and no feasible concepts or environmental analysis for the PAED phase can begin without the study results.

- **Campbell Multimodal Transportation Plan** (\$496,000)

Applicant: City of Campbell

Description: The City of Campbell will prepare its very first citywide Multimodal Transportation Plan that will improve mobility for all ages, provide greater connectivity, improve safety and accessibility for walking and bicycling, support new TOD projects (with 6,500 new housing units planned by 2031), support mode shifts to reduce VMT and greenhouse gas emissions, and improve the quality of life for Campbell residents and the surrounding communities of Los Gatos, San Jose, and Saratoga.

While Campbell has three regional VTA light rail stations and three VTA bus routes, many residents face the first/last mile connection issue, making public transportation a less viable and attractive option. Campbell's current infrastructure gaps are evident in the absence of crosswalks and dedicated bike paths, leaving intersections unsafe for pedestrians and limiting cycling options.

The absence of a comprehensive transportation planning effort has led to disjointed investments without a strong overarching vision or accountability mechanism. Investing in a community-led multimodal plan to help advance the goals of the Campbell General Plan and the Campbell Climate Action and Adaptation Plan (currently underway), as well as align with the goals of Plan Bay Area 2050, California Bicycle and Pedestrian Plan, and California Climate Action Plan for Transportation Infrastructure (CAPTI) will help further the safety, health, equity, environmental, and accessibility goals of each of these plans.

- **Gilroy VMT/GHG Reduction Program** (\$335,529)

Applicant: City of Gilroy

Description: The Gilroy VMT/GHG Reduction Program ("Program") will include a City-wide Greenhouse Reduction / Climate Action Plan and a City-wide VMT Reduction / Transportation Demand Management Policy. The Program is

necessary to ensure that VMT and GHG reduction measures are tailored to the unique needs of Gilroy, with an emphasis on mode shift, energy efficiency, and equity in Gilroy's disadvantaged communities. The City of Gilroy will work closely with Community-Based Organizations (CBOs), developers, State and regional agencies, and other stakeholders to identify GHG/VMT-reducing measures that will have the greatest impact on advancing equity, while also meeting California's mandate to reduce greenhouse gas emissions to 80 percent below 1990 levels by 2050. The project will include a review of existing tools and best practices at the County, regional and state level, and an implementation plan to identify key actions, roles, and timing of next steps. This Program can serve as a model for other suburban jurisdictions that have similar characteristics to Gilroy, will have cross-jurisdictional benefits by reducing VMT county-wide, and helps implement Senate Bill 743, Caltrans Strategic Plan, Plan Bay Area 2050, California Transportation Plan 2050, and City of Gilroy goals for sustainable development, environmental justice, and housing preservation outlined in the Gilroy 2040 General Plan and 2023-2031 Housing Element.

- **Rengstorff Avenue Complete Streets Study** (\$352,000)

Applicant: City of Mountain View

Description: The Rengstorff Avenue Complete Streets Study (Study) will consider ways to enhance safety, incorporate green street elements, and improve multimodal access for people walking, bicycling, using public transit, and driving the 1.7-mile corridor along and across Rengstorff Avenue between El Camino Real and Leghorn Street. The project is necessary because Rengstorff Avenue is on the City's high injury network and MTC's regional high injury network and was identified as the highest priority corridor in the City's Comprehensive Modal Plan ("AccessMV"), based on equity, mobility, walkability/bikeability, safety, sustainability, and consistency criteria. Major deliverables will include parking and traffic analysis, community and stakeholder engagement, preliminary concept development and feasibility analysis, and plan line drawings for a preferred concept.

- **San José Travel Models Update with Big Data** (\$221,325)

Applicant: City of San Jose

Description: The City of San José Department of Transportation (San José DOT) proposes in partnership with UC Berkeley/Lawrence Berkeley National Laboratory (UCB/LBNL) to update its Travel Forecasting Model (TFM) with post-pandemic data, including on-demand location-based geospatial transportation data (Big Data). San José's TFM's, which include a trip-based

travel demand model and a vehicle-miles traveled (VMT) Evaluation Tool, are effective tools for the City of San José to measure travel patterns and transportation impacts for a given land use and transportation network scenario. Historically, San José DOT has updated its TFMs every four years to remain consistent with the latest adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). San José DOT last updated and recalibrated its transportation data and TFM in 2020 with pre-pandemic assumptions.

Big Data analytics in transportation models offer highly granular datasets that will enable San José DOT to calibrate and validate its TFMs to estimate and assess post-pandemic travel behaviors and transportation demand. Integrated with UCB/LBNL's Mobiliti, San José DOT will have greater precision in its ability to identify how changes in city infrastructure will impact citywide traffic dynamics, and leverage that toward its transportation and climate goals. Improving the City's TFMs with Big Data will comprise five main deliverables: 1) an updated trip-based travel demand model with regional and post-pandemic data that is consistent with the latest adopted RTP/SCS, Plan Bay Area 2050; 2) a refinement, validation, and calibration of the trip distribution, mode choice, and trip assignment modules within the trip-based travel demand model; 3) an updated 2040 General Plan horizon year to scenario; 4) an updated goal-based 2040 General Plan scenario and mode share goal analysis; and 5) an updated VMT Evaluation Tool.

- **Equitable EV Charging Plan for Sonoma County** (\$247,000)

Applicant: County of Sonoma Climate Action and Resiliency Division

Description: The County of Sonoma, along with its sub-applicants and project partners, is requesting funding to develop the first- ever Equitable EV Charging Regional Plan for Sonoma County. The Plan will provide an equitable approach to forwarding electric vehicle adoption throughout the County and will support a variety of State and regional efforts to achieve the State's greenhouse gas reduction target of 85% by 2045.

The project is necessary because (a) there are many "charging deserts" throughout Sonoma County, limiting EV adoption and infrastructure support (b) there is no comprehensive plan for the County or its jurisdictions to strategically plan for siting EV charging infrastructure (c) there have been no extensive or documented studies of involving our Spanish-speaking, Latinx or disadvantaged communities into the EV adoption/infrastructure conversation.

The primary deliverable of the project is the Equitable EV Charging Regional Plan for Sonoma County, which will feature a prioritized list of strategic locations, a replicable equity analysis and a comprehensive plan poised for

adoption, implementation and funding by the County and project partners.

Project partners include the County of Sonoma Climate Action & Resiliency Division as lead, sub-applicants Regional Climate Protection Authority (RCPA), Latino Service Providers (LSP) and the Stakeholder Advisory Group representing sectors as climate action and resiliency, transportation, energy, community development, housing, and business.

- **Bayview Street Safety and Truck Relief Study** (\$525,110)

Applicant: San Francisco County Transportation Authority

Description: The Bayview Neighborhood in San Francisco has multimodal corridors that serve as key freight routes. The Bayview is designated an Equity Priority Community by the MTC, and a disadvantaged, low income community by the CARB and the area has known safety challenges and air and noise impacts associated with freeway and freight traffic. The Study will collect and analyze new data sources while engaging a diverse group of stakeholders including community-based organizations, local agencies, and representatives of goods movement industry to recommend strategies that separate heavy truck traffic from sensitive land-uses and other road users, and improve freeway access, and general circulation through the study area. The study will ultimately recommend strategies for implementation to improve freight circulation and safety and advance the adoption of low- or zero-emission vehicles (LEV or ZEV), provide implementation guidance, develop cost estimates, and determine expected benefits. The research and findings will be a resource for other freight planning efforts in the city, region, and state and will advance the region's Sustainable Communities Strategy and Plan Bay Area 2050 goals, as well as local priorities defined in the Streets and Freeways Strategy (see attachments) and ConnectSF, the city's long range planning effort.

- **Across Barrier Connections Plan: Improving Pedestrian and Bicycle Connections Across Freeways** (\$695,200)

Applicant: Santa Clara Valley Transportation Authority

Description: The Across Barrier Connections Plan: Improving Pedestrian and Bicycle Connections Across Freeways (ABC Plan) will identify and prioritize locations in Santa Clara County where bicycle and pedestrian improvements along Caltrans' limited access freeways can significantly benefit neighboring communities and encourage walking and bicycling. Most of Santa Clara County's underserved communities are located within 1,000 feet of the freeway and experience more severe pedestrian and bicycle crashes, worse

pollution, and greater connectivity barriers than other parts of the county. The ABC Plan will evaluate conditions within 1,000 feet of freeways; research and evaluate the historical impacts of freeway construction on communities; evaluate the current impact of freeways on community connectivity, health, and safety; evaluate current and future land use and destinations; and develop the plan to meet community needs and desires. VTA will invite the community to identify barriers and develop recommendations through broad outreach to the entire county and through focused outreach to specific priority areas with assistance from local community-based organizations, neighborhood associations, and other groups. Recommendations will include safe-systems approach countermeasures, freeway ramp modifications, new or improved pedestrian and bicycle infrastructure through interchanges or along overpasses/underpasses, new or improved pedestrian/bicycle bridges across freeways, and interchange redesigns.

- **One-Seat Ride Pilot Evaluation** (\$350,000)

Applicant: Metropolitan Transportation Commission

Description:

This project will evaluate the ADA paratransit one-seat ride pilot program to determine the best methods of delivering a non-transfer, cross-jurisdictional ADA paratransit ride. MTC and the region's transit agencies have funded pilot programs to test various methods of non-transfer, cross-jurisdictional rides and this project seeks to evaluate each method to determine which models are most feasible for implementation.

This project will focus investments in providing a more seamless trip for disabled riders. The project partners for this work include MTC and all public transit providers in the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma.

This work is supported by recommendations in statewide plans (Caltrans Strategic Plan; California Transportation Plan 2050; and California Master Plan for Aging), as well as local plans and planning efforts (SF Bay Area's Coordinated Public Transit-Human Services Transportation Plan; and the Transit Transformation Action Plan).

This project will provide vital information essential to MTC and transit operator decision-making in funding implementable projects that expand paratransit beyond the ADA and provide a more efficient and effective paratransit trip to riders with disabilities.

- **SF Network Management Study** (\$500,000)

Applicant: Metropolitan Transportation Commission

Sub Applicants: San Francisco County Transportation Agency (SFCTA)

Description:

The San Francisco Freeway Network Management Study will take a comprehensive look at San Francisco's Freeway Network (US-101, I-280, I-80, and Central Freeway) and use new travel data (collected through MTC's Bay Area Travel Study) to understand where a managed lane program will best support transportation goals, including a reduction in vehicle miles traveled. This project will result in conceptual designs and financial and operational analysis for a set of managed lane alternatives on freeway segments in San Francisco that do not increase the overall capacity of the freeway, as well as programmatic elements to increase transportation options, reduce transportation barriers, and ensure affordability for travelers.

The freeway network in San Francisco passes through many Equity Priority Communities (EPCs) including neighborhoods in the Mission, Bayview, and Hunters Point. EPCs have a high concentration of underserved populations, including low-income households and people of color, and have historically faced disadvantage and underinvestment.

FY 2025/2026 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: June 30, 2028 (RGAs), except where noted.

- **BART's Transit Oriented Development (TOD) Survey & Modeling** (\$699,830)

Applicant: San Francisco Bay Area Rapid Transit District (BART)

Description: This Project is comprised of three interrelated components to assess the pandemic's impact on transit ridership and the effects of Transit Oriented Developments (TOD) on communities throughout the region. TOD Travel Behavior Survey to capture transportation choices, trip purposes among TOD residents and users, and other relevant information including demographics.

TOD Scenario Model Update: evaluates TOD's impact on BART ridership and revenue, incorporating the effects of remote work on travel behavior. BART's Mode Shift Planning Tool Update integrating new TOD travel behavior data, recent station surveys, and the pandemic's effect on ridership to determine future access needs with the future TODs and parking reductions. These updates will inform future TOD projects, helping BART plan effectively for access and parking needs in stations slated for TOD developments that provide a multitude of much needed benefits to the communities BART serves.

- **Transit Connectivity and Bus Stop Design Guidelines** (\$242,000)

Applicant: Central Contra Costa Transit Authority

Description: The Transit Connectivity and Bus Stop Design Guidelines will establish standards, policies, and strategies to improve County Connection bus stops. These guidelines aim to enhance multi modal access by improving pedestrian and bike connectivity for first/last mile connections, ensuring consistent and appropriate improvements across various land use contexts, streamlining the design process for quicker implementation, and improving bus speeds and service reliability. Furthermore, the plan will develop conceptual designs (up to 30%), funding strategies, and cost estimates for priority stops, with a focus on community input, particularly from under-resourced communities. The development of the guidelines will involve County Connection's partner jurisdictions, its transit users and community members, and community-based organizations identified in County Connection's adopted public participation plan that help reach under-resourced communities.

By improving transit access and reducing reliance on single-occupant vehicles, these guidelines will contribute to a more sustainable and equitable

transportation system, reducing greenhouse gas emissions and improving community health and safety. These efforts align with current and past planning efforts locally (listed in Appendix 3), regionally, and statewide, including County Connection's Transit Access Improvement Study, Bus Stop Consolidation and Improvement Plan; Concord's Monument Corridor Community-Based Transportation Plan; Martinez's Downtown Martinez Community-Based Transportation Plan; Contra Costa Transportation Authority's County-wide Transportation Plan; and the California's Statewide Transportation Plan, Caltrans Strategic Plan, Climate Action Plan for Transportation Infrastructure, and Master Plan on Aging, the 2024 Regional Transportation Plan Guidelines, among others.

- **Bay Point Enhanced Bicycle and Pedestrian Improvements Study** (\$442,650)

Applicant: Contra Costa County

Description: The Bay Point Enhanced Bicycle and Pedestrian Improvements Study ("Study") is a Contra Costa County-led effort that will evaluate the implementation of enhanced bicycle and pedestrian facilities, including Class IV bicycle facilities and green infrastructure, in Bay Point, specifically on: 1) McAvoy Road, starting at McAvoy Harbor and the Bay Point Regional Shoreline, across railroad tracks to Port Chicago Highway, 2) along Port Chicago Highway to Willow Pass Road, and 3) Willow Pass Road from the Evora Road-westbound State Route 4 ramps intersection to the border with the City of Pittsburg. The Study will be the first step in implementing a safer, more robust multimodal transportation system in Bay Point with enhanced active transportation mobility, allowing for mode shift and improved access to key destinations for this disadvantaged community. Integral to the Study effort is a robust community and stakeholder engagement process, targeted at the most vulnerable populations, while providing for well-vetted and community-supported outcomes.

- **City of Belmont Transportation Master Plan** (\$673,000)

Applicant: City of Belmont

Description: The City of Belmont (Belmont) proposes a Transportation Master Plan (TMP) that will guide the city in making multimodal transportation investments while accommodating growth in a way that maintains a high quality of life for Belmont residents, visitors, and commuters. The TMP will identify Belmont's existing and future roadway infrastructure challenges and potential solutions that would be implemented through a combination of public and

private infrastructure investments. A 5-year and 10-year Short Range Plan and a 20-year Long Range Plan phasing forecasts will be developed and evaluated to provide a tool to help Belmont plan for growth based on the 2035 General Plan, Belmont Village Specific Plan, and projects identified in the Pedestrian and Bicycle Plan (2016) and Capital Improvement Projects (CIP). The TMP will also advance the State Adaptation Strategy and Belmont's Climate Change Action Plan via improved access to transit and enhanced pedestrian and bicycle access, while ensuring compliance with the Americans with Disabilities Act (ADA). The TMP will be prepared in collaboration with the general public, transit agencies, business communities, schools, law enforcement, first responders, and all city departments.

- **Nighttime Safety Enhancement Plan (\$611,000)**

Applicant: City of Hayward

Description: The Nighttime Safety Enhancement Plan (Plan) is proposed to improve the citywide street light system to increase nighttime traffic safety and prevent crashes for all road users. The Plan will assess the existing lighting conditions, propose minimum illumination levels in various development areas with a focus on high pedestrian and bicycle corridors, and establish maintenance programs, processes for handling new street light requests, and short- and long-term capital improvement alternatives. The plan aligns with the City's Vision Zero goal by addressing the 58% of fatal and severe injury crashes that occur at nighttime, underscoring the need for enhanced lighting systems. The plan also aligns with the City's mode shift and greenhouse gas reduction goals, MTC's guiding principle to provide a safe and multimodal transportation system, and Caltrans' goal related to safety, climate, accessibility, and infrastructure in the California Transportation Plan 2050 by including emissions reductions with smart lighting technology, encouraging mode shift from auto to walking or biking at nighttime, reducing crime, and increasing access to safer multi-modal corridors. The City will involve individuals and community-based organizations representing residents most impacted by nighttime collisions, such as residents with disabilities, pedestrians and bicyclists, homeless individuals, and lower-income residents.

Appendix B:
STBG FUNDED PROJECTS

**County Transportation Agencies and Regional Agencies: Planning and
Programming**

FY 2026–27 – 2029–30

BACKGROUND

MTC partners with County Transportation Agencies (CTAs), which are county-level organizations that aid in regional congestion management and transportation planning processes, to assist in the development and implementation of regional transportation plans and fund programs.

This project provides funding to countywide transportation planning agencies, whether a Congestion Management Agency or a substitute agency (referred herein as “County Transportation Agencies” or “CTAs”), through funding agreements, to play a major role in coordinating the efforts and interests of the constituent cities and transportation agencies within each county to assist MTC in meeting the requirements of federal legislation and related State and regional planning and programming policies and guidelines, including the development and implementation of the Regional Transportation Plan/Sustainable Communities Strategy (known as “Plan Bay Area”).

Slated for potential adoption in March 2026, Plan Bay Area 2050+ will become the Bay Area’s long-range plan covering the four interrelated elements of housing, the economy, transportation, and the environment. Plan Bay Area 2050+ is composed of 35 strategies across the four interrelated elements that provide a blueprint for how the Bay Area can accommodate future growth and make the region more affordable, connected, diverse, healthy, and vibrant for all. Among other critical goals, Plan Bay Area 2050+ demonstrates how the region can achieve a year 2035 regional GHG emissions reduction target.

PROJECT DESCRIPTION

Note: MTC staff is still in the process of developing agreements to govern these planning efforts.

CTAs work cooperatively with MTC, ABAG, the Bay Area Air District (BAAD), and the Bay Conservation and Development Commission (BCDC) to implement our respective work programs.

Key objectives are for the CTAs to use this funding to:

- Support implementation of the One Bay Area Grant (OBAG) program, inclusive of OBAG 3 and 4, as per MTC Resolutions 4202, 4505, and 4740;
- Support successful project monitoring and delivery for transportation projects and programs included in the Transportation Improvement Program (TIP);
- Support jurisdictions within the county to meet post-programming federal requirements, including meeting award deadlines, timely invoicing, minimizing and responding to inactive obligations, and timely project close-out;
- Assist in the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) through countywide planning and programming efforts;
- Establish and document a land use and travel forecasting process and set of procedures that are consistent with those of MTC and the Association of Bay Area Governments (ABAG), or develop and document appropriate alternative analytical approaches in cooperation with MTC;
- Support the implementation of regional policies and plans, including the Transit-Oriented Communities Policy (MTC Resolution 4530), Complete Streets Policy (MTC Resolution 4493), Regional Safety/Vision Zero (VZ) Policy (MTC Resolution 4400), Bay Area Coordinated Public Transit-Human Services Plan (Coordinated Plan), Bay Area Transit Transformation Action Plan, and the implementation actions in the Plan Bay Area 2050 Implementation Plan;
- Support other regional planning and programming efforts, including the Community-Based Transportation Planning (CBTP) Program, Lifeline Transportation Program (LTP) or its successor

program, Priority Development Area (PDA) Planning Grant Program, and adaptation planning programs including the development of Resilience Improvement Plan(s) for transportation assets; and

- Engage in public outreach and engagement as detailed in the most recent MTC Public Participation Plan.

BUDGET

- MTC staff is still in the process of developing agreements to govern planning efforts in 2026-27. Further details will be provided when available.

Funding Total

Funding Source	Federal Part	Total
STBG	100%	\$26,840,535
TIFIA-STBG	100%	\$14,159,465
	Total:	\$41,000,000

Funding by Agency — Combined STBG & TIFIA-STBG Total

County - CTA	Base Planning	Total
Alameda – Alameda CTC	\$ 5,368,000	\$ 5,368,000
Contra Costa – CCTA	\$ 4,868,000	\$ 4,868,000
Marin – TAM	\$ 3,850,000	\$ 3,850,000
Napa – NVTA	\$ 3,850,000	\$ 3,850,000
San Francisco – SFCTA	\$ 4,957,000	\$ 4,957,000
San Mateo – C/CAG	\$ 4,558,000	\$ 4,558,000
Santa Clara – VTA	\$ 5,849,000	\$ 5,849,000
Solano – STA	\$ 3,850,000	\$ 3,850,000
Sonoma – SCTCA	\$ 3,850,000	\$ 3,850,000
CTAs	\$ 41,000,000	\$41,000,000

Note: Funding levels may change based on programming revisions and subsequent agreement amendments.

TASK SUMMARY & DETAILS

Note: MTC staff is still in the process of developing agreements to govern these planning efforts.

Task Summary	Task Deliverables* & Actions	Schedule**
To implement the One Bay Area Grant (OBAG) program, inclusive of OBAG 3 and OBAG 4, as per MTC Resolutions 4505 and 4740;	Monitor and report on project sponsors' completion of adopted OBAG program requirements within county	Annually, and as required by the respective program resolutions
To support successful project monitoring and delivery for all transportation projects and programs included in the Transportation Improvement Program (TIP);	Prepare and submit list of FHWA federal-aid projects for inclusion in the annual obligation plan development and annual obligation plan update	Two times per year
	Monitor and report on delivery status of FHWA federal-aid local projects within county	Quarterly, and as needed
To support jurisdictions within the county to meet post-programming federal requirements, including meeting award deadlines, timely invoicing, minimizing and responding to inactive obligations, and timely project close-out;	Monitor and report on post-programming status of FHWA federal-aid local projects within county	Quarterly, and as needed
To assist in the development of the Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS) through countywide planning efforts, such as the development of short-range Capital Improvement Programs, countywide Congestion Management Programs, or long-range Countywide Transportation Plans;	Prepare and submit countywide transportation priorities consistent with regional long-range vision and guidance	As Needed
	Provide project information, such as design concept, scope, cost and schedule, for regionally significant projects	Every other year, and as needed
To establish and document a land use and travel forecasting process and set of procedures that are consistent with those of ABAG and MTC, or develop and document appropriate alternative analytical approaches in cooperation with MTC;	Submit CMP Modeling Consistency Checklist	Every other year
	Submit model documentation or other model consistency deliverables	As Needed
	Data share of travel model inputs, including baseline and future networks	Annually, and as needed
To support the implementation of regional policies and plans, including the Transit-Oriented Communities Policy (MTC Resolution 4530), Complete Streets Policy (MTC Resolution 4493), Regional Safety/Vision Zero (VZ) Policy (MTC Resolution 4400), Bay Area Coordinated Public Transit-Human Services Plan (Coordinated Plan), Bay Area Transit Transformation Action Plan, and the implementation actions in the Plan Bay Area 2050 Implementation Plan;	Submit complete streets checklist for any project applying for regional discretionary funds or grant endorsements; and facilitating timely review of checklists prior to the CTA Board taking an action on the project	Ongoing

Task Summary	Task Deliverables* & Actions	Schedule**
To support other regional planning and programming efforts, including the Community-Based Transportation Planning (CBTP) Program, Lifeline Transportation Program (LTP), Priority Development Area (PDA) Planning Grant Program, and adaptation planning programs including the development of Resilience Improvement Plan(s) for transportation assets; and	Submit status reports on implementation status of projects and programs identified through the CBTP program. List information on fund sources, lead, agency, and timeline for implementation.	Every other year
	For the CBTP program, update the assessment of needs, solutions and list of projects/programs for historically underserved communities in the county.	Ongoing
To engage in public participation as detailed in the MTC Public Participation Plan and MTC Resolution 4740.	N/A	N/A

* Potential deliverables may include checklists, status reports, invoices, lists of projects, adopted plans, etc.

** Task start dates will begin following project authorization and Notice to Proceed, estimated July 1, 2026. All tasks will end on or before June 30, 2030.

Appendix C:
**STATE AND FEDERALLY FUNDED COMPETITIVE
GRANT PROJECTS**

Caltrans Adaptation Planning Grant Program

FY 2023/2024 ADAPTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2026 (RGAs), except where noted.

- **Solano Countywide Climate Adaptation Plan for Transportation Infrastructure (Solano CCAP) (\$500,000)**

Applicant: Solano TA

Description: The objective of the Solano Countywide Climate Adaptation Plan (Plan) for Transportation Infrastructure is to comprehensively assess Solano County's transportation system by identifying transportation assets that are vulnerable or at risk to climate change impacts and identifying and recommending transportation infrastructure improvements to make them more adaptable to climate change. The Plan will also conduct a robust public engagement strategy, with a focus on underserved communities and priority populations, to ensure that the priorities and concerns of vulnerable populations are reflected in the plan. The Plan will improve accessibility and safety for the communities within Solano County, especially for underserved communities who often face the greatest climate risks with the least resources. The Plan will coordinate climate adaptation planning among the eight Solano jurisdictions, which include the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, and the unincorporated County, to identify current and future climate risks and priorities, and present a unified vision for climate adaptation for transportation infrastructure in Solano County.

- **BART Embarcadero Structure Long-term Adaptation (\$515,000)**

Applicant: SF Bart

Description: This project builds off the 2017-2018 Bay Area Rapid Transit (BART) Sea Level Rise and Flooding Resiliency Study, to advance additional technical feasibility and conceptual engineering for a BART Embarcadero structure. The goal is to provide a deeper understanding of how to implement long-term (2060-2100) adaptation for this structure. The structure is critical infrastructure to BART's operations. The prior study proposed elevating the structure, however it lacked enough detail to ensure feasibility. Key deliverables include owner project requirements, conceptual engineering report, and plans (up to 30% design). Work complements and supports the adaptation needs of San Francisco's Embarcadero Seawall Program and is aligned with Plan Bay Area 2050 in supporting reliability of local transit systems.

- **Embarcadero Mobility Resilience Plan (SFMTA) (\$1,322,832)**

Applicant: SFMTA / Port of SF

Description: The Embarcadero Mobility Resilience Plan will prioritize climate adaptation projects, mobility improvements, and investments for

transportation infrastructure along and adjacent to the Embarcadero 3-mile multi-modal corridor along San Francisco's northeastern waterfront. Comprehensive and inclusive transportation planning is needed to adapt this portion of the waterfront for projected sea level rise, inland flooding, and a major earthquake. The United States Army Corps of Engineers and San Francisco Port's San Francisco Waterfront Coastal Flood Study and Waterfront Resilience Program will produce a preferred waterfront adaptation strategy that likely proposes to raise the Embarcadero up to 7 feet. When those studies conclude later this year, the city will need funds to plan the future transportation system on top of and connecting to the elevated Embarcadero, selecting a preferred design concept for the corridor and the related public realm enhancements. Working with its partner, the Port of San Francisco, and federal, State, regional and local agencies, the San Francisco Municipal Transportation Agency will identify a prioritized list of projects to address not only disaster recovery, but to establish resilient flood defenses, protect and enhance local and regional multi-modal mobility, enable a strong economic recovery, advance travel choices that reduce greenhouse gas emissions, and provide enhanced waterfront access to create a vibrant, safe, connected, and resilient transportation system.

- **Climate Resilience Plan (AC Transit) (\$375,000)**

Applicant: AC Transit

Description: AC Transit will complete a Climate Resilience Plan because climate change and extreme weather have been negatively impacting AC Transit facilities and operations which covers a 364 square mile service area. Prior to March 2020, AC Transit carried approximately 189,000 weekday riders and more than 53 million riders annually. AC Transit has recently experienced flooding at its bus yards from heavy rain and the disruption of bus service due to incidents of where bus stops and routes were also flooded, trees felled by high winds and blown debris that blocked bus routes. This plan will deliver a climate vulnerability assessment on how current and future climate projections along with extreme weather patterns will impact assets and operations and develop adaptation strategies to reduce risks associated with potential asset damage and disruptions to service.

- **Caltrain Climate Change Vulnerability Study (\$474,000)**

Applicant: PCJPB

Description: The Peninsula Corridor Joint Powers Board operates Caltrain, a rail system that runs more than a hundred trains per day, connecting over 14,000 passengers to essentials between San Francisco and Silicon Valley. Caltrain's rail service is grappling with significant, year-round climate impacts; in 2022, high heat forced reductions in service, and extreme storms flooded track, brought down debris that damaged infrastructure, and disrupted service. The

Climate Change Vulnerability Study will gather community and stakeholder feedback by engaging representatives of disadvantaged communities and vulnerable demographics, community-based organization staff and leadership, agencies, labor, and more, and it will combine this feedback with a quantitative climate vulnerability analysis that will equip Caltrain with the data it needs to integrate adaptation strategies that improve the system's long term resilience into the capital improvement program and business operations. The project will analyze the vulnerability of Caltrain service, infrastructure, right-of-way, operations, and passengers to climate impacts such as high heat, wildfire and smoke impacts, storm damage, sea level rise and inundation per the Climate Goal of the 2050

California Transportation Plan, among others. The project advances adaptation planning that will help protect regional, state and federal investment in the Peninsula Corridor Electrification Project from climate change disruption, which aligns with the mission and goals of Safeguarding California, the State Rail Plan, and the California High-Speed Rail Business Plan.

- **Guadalupe River Trail Connections and Crossings Flooding Adaptation Plan (City of San Jose) (\$345,269)**

Applicant: City of San Jose

Description: The Guadalupe River Trail Connections and Crossings Climate Adaptation Plan is the first step towards adapting the San Jose's bike network for seasonal flooding by developing an outreach plan, conceptual designs, and supporting transportation analyses for low-stress on-street bikeways to serve as alternatives to, plus connections to and from, the Guadalupe River Trail (GRT). The GRT, used by 500 people per day, regularly experiences seasonal flooding, rendering the trail unusable and forcing travelers to drive, stay home, or bike and walk on inadequate on street facilities instead. The proposed improvements will allow pedestrians and bicyclists to cross roadways passing over commonly flooded sections of trail or to take an alternative route entirely by safely and comfortably connecting to existing pedestrian, bicycling, or transit infrastructure. The project works toward goals in San Jose's Better Bike Plan 2025, Vision Zero Action Plan, and Climate Smart San Jose; the Metropolitan Transportation Commission's Plan Bay Area 2050 and Santa Clara Valley Transportation Authority's Countywide Bicycle Master Plan, which also recognize the GRT as a critical regional bikeway. The project also aligns with goals adopted in the CALSTA Climate Action Plan for Transportation Infrastructure for safe, accessible, and sustainable transportation infrastructure.

FY 2024/2025 ADAPTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: June 30, 2027(RGAs), except where noted.

- **Alviso Railroad Adaptation Planning Study** (\$831,534)

Applicant: Capitol Corridor Joint Powers Authority

Description: Capitol Corridor Joint Powers Authority (CCJPA) is proposing to continue critical climate adaptation planning efforts for railroad infrastructure in the Alviso wetland area of the San Francisco Bay with the next phase of pre-environmental planning work necessary to determine engineering feasibility of various adaptation alternatives and to conduct additional stakeholder outreach for adaptation solutions that benefit transit, the natural environment, and nearby communities. Adaptation of railroad infrastructure in this area will achieve multiple goals: increase rail infrastructure resilience, improve rail transportation capacity and redundancy, enhance natural habitat restoration, and provide additional flood protection for surrounding communities.

- **Brisbane Lagoon and U.S. Highway 101 Adaptation Planning** (\$259,920)

Applicant: City of Brisbane

Description: The City of Brisbane, nestled between the lower slopes of the San Bruno Mountain and the San Francisco Bayshore, is threatened by the impacts of climate change and sea level rise. Currently the Brisbane Lagoon, which was formed by the construction of the U.S. Highway 101, serves as a critical piece of flood control infrastructure. With a projected scenario of 6.6 feet of sea level rise within a 100-year floodplain, which is based on the modeling undertaken by the San Mateo County Flood and Sea Level Rise Resiliency District (One Shoreline), the U.S. Highway 101 will be inundated, and the Brisbane Lagoon will not have adequate flood control capacity to protect the highway and the surrounding wildlife and human habitats. The City of Brisbane will use the requested funding to complete a hydrological study to prepare project alternatives that address these critical vulnerabilities for the U.S. 101, addressing CTP 2050's climate resilience goals "by identifying infrastructure vulnerabilities and adapting our system to address them."

- **South San Francisco Shoreline Protection and Connectivity Project** (\$883,087)

Applicant: City of South San Francisco

Description: This feasibility study will explore conceptual solutions to simultaneously create a new multi-modal transportation connection, address

coastal flooding exacerbated by sea level rise and increased storm surge along San Francisco Bay near the outfalls of Colma Creek and San Bruno Creek, and provide other co-benefits to the surrounding disadvantaged communities. This Study will work collaboratively with multiple jurisdictional agencies to examine how new dual-purpose linear infrastructure could connect the US-101/I-380 interchange with Oyster Point while providing coastal flood protection to residences, businesses, critical transportation infrastructure (US-101, Caltrain, and SamTrans), and other key regional infrastructure such as SFO and the SSF-SB Water Quality Control Plant. The study will involve interagency coordination with Caltrans, SamTrans, One Shoreline, San Bruno, Caltrain, and SFO, and extensive outreach to community and environmental stakeholder groups. The Study will develop and apply feasibility criteria to analyze viability of the proposed solutions relative to technical, financial, environmental, and community- acceptance considerations, then a community-driven design process will develop and analyze solutions culminating in a preferred alternative, all of which will be documented in a report with 10% conceptual design documents and order-of-magnitude cost estimates.

- **Countywide Emergency Evacuation Plan** (\$1,490,000)

Applicant: Contra Costa Transportation Authority (CCTA)

Description: The Contra Costa Transportation Authority (CCTA) proposes to develop a new Countywide Emergency Evacuation Plan (Plan). This Plan will conduct local-level evacuation compliance assessments (per Senate Bill 99) and a high-level evacuation route capacity, safety, and viability analysis (per Assembly Bill 747) for the county that includes the 19 cities/towns and unincorporated County. The Plan builds upon the development of the Contra Costa County multi- jurisdictional Local Hazard Mitigation Plan. An outcome of this study, as identified by several agencies throughout Contra Costa County, is an understanding that typical climate and other hazard risks may result in multi-jurisdictional evacuations using routes that may span several jurisdictions.

- **San Mateo County Transportation Infrastructure Adaptation and Resilience Improvement Plan** (\$515,000)

Applicant: County of San Mateo

Description: The proposed San Mateo County Transportation Infrastructure Adaptation and Resilience Improvement Plan (Project) will build on the efforts of past and current climate adaptation planning to advance transportation infrastructure adaptation needs and strategies. This Project will directly

engage with County residents and businesses, including disadvantaged and low-income communities, and identify, prioritize, and plan infrastructure recommendations to improve access, safety and reliability on local roads and public transit assets within the project area. Extreme precipitation events, wildfires, and sea level rise are substantial threats in San Mateo County and are projected to continue to increase as a result of climate change. The increased probability of climate events requires planning and investments that can be prioritized and delivered to mitigate transportation impacts and enhance safety and accessibility. This process will be guided by the Caltrans Smart Mobility Framework, Complete Streets Strategies, Climate Action Plan for Transportation Infrastructure (CAPTI), Governor's Office of Planning and Research Planning and Investing for a Resilient California: A Guidebook for State Agencies, Governor's Office of Emergency Services Adaptation Planning Guide, and other design and policy principles.

- **Rising Seas and Oakland's Infrastructure and Frontline Communities: Climate Adaptation Planning for Neighborhood-led Resiliency** (\$3,000,000)

Applicant: Port Department of the City of Oakland

Description: The Port and City of Oakland's Rising Seas and Oakland's Infrastructure and Frontline Communities: Climate Adaptation Planning for Neighborhood-led Resiliency Project proposes to conduct a vulnerability assessment that focuses on modeling projected SLR and GWI levels for the Port and adjacent underserved communities. The vulnerability assessment will model future (2030, 2050, 2100) sea level rise, precipitation, storm surge, wave runup, tides, and areas of inundation. The GWI modeling will assess daily and seasonal fluctuations in the water table and analyze liquefaction potential. The Project will include the development and prioritization of strategies to mitigate tidal inundation and groundwater impact in an Adaptation Plan. At the inception and throughout the Project, the partnering entities will utilize an Advisory Committee and community stakeholder engagement (CSE) processes to guide and inform the Project.

- **SOMA Under Freeway Park** (\$626,000)

Applicant: San Francisco Public Works

Description: The SOMA Under Freeway Park will explore the potential of the underutilized right-of-way between 4th and 6th St. between Harrison and Bryant St. to rectify SOMA's (South of Market) flooding, unsafe pedestrian and bike routes, inequitable urban heat island and air pollution that significantly impacts this communities' health. The site area is in the Greening Priority Zone

per San Francisco's Heating and Air Quality Resilience Study (Attachment A) which illustrates that SOMA suffers from the highest heat, air pollution, and lowest tree canopy culminating in high rates of hospitalization for asthma and diabetes which are known comorbidities with extreme heat which will only increase with climate change. The construction of the I-80 expressway divided the community, increased air pollution, and created unsafe street conditions for pedestrians and cyclists due to its street design, ramps, and crossings. The project will not only right environmental inequities and make all modes of transportation in SOMA more resilient, but also provide access to recreation, improve biodiversity, expand the urban tree canopy, and celebrate cultural expression for this under-served neighborhood in transition.

- **Guadalupe Adaptation and Resilience Plan** (\$474,468)

Applicant: Santa Clara Valley Transportation Authority

Description: The purpose of the Guadalupe Adaptation and Resilience Plan (Plan) is to conduct a climate vulnerability assessment and feasibility study of VTA's Guadalupe Light Rail Division (Guadalupe Yard) located at 101 W Younger Avenue in San Jose, California. The Plan includes analysis of Guadalupe Yard's vulnerability to climate change and a feasibility study to determine where and how on-site renewable energy generation, battery storage, and/or microgrids could be implemented to provide more reliable and grid-independent energy for the Guadalupe Yard and entire light rail system. Together, the climate vulnerability assessment and feasibility study will provide the basis for adapting Guadalupe Yard and improving light rail system resilience as climate conditions change over time. This will benefit the community by reducing service disruptions and improving the health and safety of VTA riders and workers exposed to flooding, extreme heat, and other hazards.

- **Climate Adaptation Planning for Sea Level Rise and Stormwater Flooding** (\$554,500)

Applicant: The City of San Mateo

Description: Critical transportation assets within the boundary of the City of San Mateo include assets maintained by Caltrain, Caltrans (State Route 92, US 101), SamTrans, and the City of San Mateo. These transportation assets comprise local roads, highways, bus routes, and rail, and are vulnerable to climate change-related effects such as, but not limited to, sea level rise and

storms of increasing severity. In particular, coastal cities such as San Mateo face dual threats as storms of increasing severity lead to surface water flooding inland while sea level rise leads to inundation along the coast. Models based on the Ocean Protection Council's 2018 Updated California Sea Level Rise Guidance show that a 1 in 200 chance sea level rise projection for 2050, combined with a 1 in 5 chance storm, will lead to inundation impacting aforementioned transportation assets. The City of San Mateo is therefore seeking grant funding to support the following technical project activities: 1) preparing a climate adaptation plan specific to sea level rise and 2) updating its Stormwater Master Plan in an effort to plan for and implement projects to improve the aging stormwater infrastructure, which is seeing its capacity strained due to more frequent and higher intensity storms.

Appendix D:
SENATE BILL 1 (SB 1)
SUSTAINABLE COMMUNITIES FORMULA FUNDS
PREVIOUS ACCOMPLISHMENTS

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

Project Manager: Chirag Rabari and Michael Meehan

FY 2023-24 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2023-24, SB 1 Planning Formula Funds will support staff efforts to make updates to the Equity Priority Communities (formerly referred to as Communities of Concern) framework used in current and future Plan Bay Area iterations, as well as by MTC/ABAG and partners for funding and operations purposes. SB 1 Planning Formula Funds will also support overall project management duties for the long-range regional plan, as well as staff efforts to develop off-model calculators to calculate the emission-reduction benefits of key climate-related strategies included in Plan Bay Area 2050+ to achieve emissions reductions targets set by the state. Additionally, SB 1 will support updating the Growth Geographies for Plan Bay Area 2050+, which will include evaluating submissions from local jurisdictions to establish new, or modify the boundaries of existing, Priority Development Areas (PDAs). The new Growth Geographies will be presented to MTC/ABAG for adoption and incorporated into the Regional Growth Framework for Plan Bay Area 2050+.

Plan Bay Area is the long-range fiscally constrained regional plan for transportation, housing, the economy and the environment, updated every four years. Developed in compliance with federal and state regulations and guidelines, it satisfies RTP and SCS requirements for the nine-county San Francisco Bay Area. Plan Bay Area is updated in consultation with federal, state, regional, county, local and Tribal governments, as well as community organizations, stakeholders and the public. The Equity Priority Communities (EPC) refresh will explore potential revisions to the EPC methodology and framework, with a focus on producing a Phase 1 deliverable of updated EPC geographies.

B. Project Products

Presentations, memoranda, maps, data layers, and approved Commission resolutions.

C. Previous Accomplishments

Began process of soliciting updates to PDAs and began updating Transit-Rich Areas (TRAs) and High-Resource Areas (HRAs) with latest available data.

D. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop options for future Equity Priority Communities framework and seek input from stakeholders.	Staff & Consultant	Memos, presentations, maps and/or data analyses (as needed)	SB 1/ General Fund	07/01/23	06/30/25

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
2	Refine and adopt new geographies for Equity Priority Communities for Plan Bay Area 2050+ and future MTC/ABAG initiatives.	Staff & Consultant	Memos, presentations, maps and/or data analyses (as needed)	SB 1/ General Fund	07/01/23	06/30/24
3	Develop, manage, and monitor progress on the overall work plan and schedule for Plan Bay Area 2050+	Staff & Consultant (TBD)	Calculator spreadsheets, memos (as needed), presentations (as needed)	SB 1/ General Fund	07/01/23	06/30/24
4	Develop off-model calculators to calculate the emissions reduction benefits of key climate-related strategies in Plan Bay Area 2050+ Environment Element	Staff & Consultant (TBD)	Calculator spreadsheets, memos (as needed), presentations (as needed)	SB 1/ General Fund	07/01/23	06/30/25
5	Update Growth Geographies for Plan Bay Area 2050+	Staff	Adoption of new and/or modified Growth Geographies	SB 1/ General Fund	07/01/23	06/30/24

FY 2022-23 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2022-23, SB 1 Planning Formula Funds will support staff efforts to solicit updates to the Regional Growth Geographies — PDAs, Priority Production Areas (PPAs), Priority Conservation Areas (PCAs), TRAs, and High Resource Areas (HRAs). These growth geographies help guide regional transportation and development decisions and play a vital role in informing numerous agency efforts, including long range planning, programming decisions around the One Bay Area Grant (OBAG) and Regional Early Action Planning (REAP) grant program, and the Transit-Oriented Communities (TOC) Policy. The Growth Geographies will also help inform future funding and financing decisions of the Bay Area Housing Finance Authority (BAHFA).

B. Project Products

Presentations, maps, data layers, and approved Commission resolutions.

C. Previous Accomplishments

No previous accomplishments using SB 1 funds.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Solicit updates to PDAs, PPAs, and if relevant, PCAs in advance of Plan Bay Area 2050 Update.	Staff	Staff memo, presentation, materials for local jurisdictions	SB 1/ General Fund	03/01/23	06/30/23
2	Begin updating TRAs and HRAs with latest available data in advance of Plan Bay Area 2050 Update.	Staff	Maps/data layers (ongoing)	SB 1/ General Fund	04/01/23	06/30/23

FY 2021-22 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

This project has been carried over into FY 2022-23.

In fiscal year 2021-22, SB 1 Planning Formula Funds will provide funding to make updates to the Equity Priority Communities (formerly referred to as Communities of Concern) framework used in current and future Plan Bay Area iterations, as well as by MTC/ABAG and partners for funding and operations purposes.

MTC/ABAG updated the nomenclature for these equity priority areas, which identify communities with above-average shares of low-income populations and/or communities of color. This was an important first step — to avoid terminology that may be viewed as outdated or patronizing — but there are also valid critiques about the quantitative framework used to identify these communities, which requires a longer process of deep data analyses and engagement. This project, envisioned to last throughout much of calendar year 2022, would explore potential revisions to the Equity Priority Communities methodology and framework and vet a revised approach with stakeholders and the public. Because the process will not kick off until spring or summer 2022, future tasks will be reflected in the FY23 work plan; FY22 tasks are focused on peer reviews, data analyses, and initial stakeholder engagement activities.

Initial stakeholder and public engagement feedback, received during the Plan Bay Area 2050 process in 2020 and 2021, can form an initial foundation for this project. When complete, the project is intended to feed into the next update to Plan Bay Area (Plan Bay Area 2050+), which is anticipated to begin in 2023.

B. Project Products

- Peer review memo and slides summarizing other agencies' approaches to identify equity communities
- Data analyses, including maps, data tables, slides and/or memos, to support discussions on equity communities
- Stakeholder materials to support discussions on how to move forward with re-envisioning Equity Priority Communities

C. Previous Accomplishments and Links to Relevant Products

No previous accomplishments using SB 1 funds.

D. Work Plan (FY 2021-22)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will work with consultants (TBD) to conduct a review of peer agencies' approaches to identify equity communities and assess tradeoffs.	Consultant	Presentation, memo	SB 1/ General Fund	03/01/22	06/30/23
2	Staff will work with consultants (TBD) to conduct data analyses to support discussions on equity communities.	Consultant	Maps, data tables, presentation, memo	SB 1/ General Fund	03/01/22	06/30/23
3	Staff will work with consultants (TBD) to engage with working groups and committees to begin discussions of key priorities in the redesign of Equity Priority Communities.	Consultant	Committee items, memos, presentations	SB 1/ General Fund	05/01/22	06/30/23

FY 2020-21 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2020-21, SB 1 Planning Formula Funds will provide funding to enhance the digital tool – an online platform for seeking feedback on policy decisions related to Plan Bay Area 2050 – and to develop the Plan Bay Area 2050 Implementation Plan.

Plan Bay Area 2050 will expand upon the successful Action Plan from Plan Bay Area 2040 to create a wide-ranging Implementation Plan for transportation, housing, the economy, and the environment. The Implementation Plan will focus on the next four years of implementing actions that MTC/ABAG can lead or partner on to advance the bold 30-year strategies from the Final Plan Bay Area 2050.

B. Project Products

- Meeting materials for Implementation Plan development
- Implementation Plan for Plan Bay Area 2050

C. Previous Accomplishments and Links to Relevant Products

Final Implementation Plan and associated public engagement is now complete; final deliverables are available at: <https://www.planbayarea.org/2050-plan/final-implementation-plan>.

D. Work Plan (FY 2020-21)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will develop an Implementation Plan focused on shorter-term actions to implement Plan Bay Area 2050.	Staff	Implementation Plan and annual updates Meeting agendas & notes	SB 1/ General Fund	07/01/20	11/30/22

Work Element 1212: Performance Measurement and Monitoring

Project Manager: Elliot Huang

Senate Bill 1 (SB 1) Sustainable Communities Formula Funds Section

A. SB 1 Funded Projects — Previous Accomplishments

FY 17-18 – fund source number 2210

- Identify vision and goals- complete (Guiding Principles of Horizon process)
- Identify measures and targets as well as associated methodologies- complete (measures established through Horizon Futures process).

FY 18-19 – fund source number 2211

- Update Vital Signs performance monitoring data portal including incorporation of federal targets- complete
- Publish temporary pages on Vital Signs (March-August 2019) to showcase Horizon model output data and provide an opportunity for a brief survey on Horizon strategies-complete

FY 19-20 through FY 21-22

- None (no funds remaining)

Work Element 1611: Regional Growth Framework Planning and Implementation

Project Manager: Cheryl Chi

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

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

A. Project Description

In FY 2025-26, SB 1 Planning Formula Funds will continue to support implementation of MTC's Transit Oriented Communities (TOC) Policy, which aims to better align land use to support the region's transit investments, helping to reduce GHG and criteria pollutant emissions from the transportation sector. In FY 2025-26, TOC implementation will include assessment of local jurisdiction compliance with the TOC Policy. Staff and consultants will continue to provide one-on-one support to local government staff to ensure their understanding of the final Administrative Guidance and to support them in submitting documentation to demonstrate compliance. OBAG 4 funds will be conditioned on compliance with TOC policy. Staff will develop a compliance framework and conduct outreach on framework with a goal of adoption of the framework in early 2026.

B. Project Products

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

C. Previous Accomplishments

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

continued, upload and review of preliminary documentation started, and a consultant was procured and started work to support compliance assessment.

D. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Direct support to local governments (via one-on-one or small group meetings) to ensure understanding of TOC Policy requirements and support their submission of compliance documentation	Staff and/or Consultants	Agendas and meeting minutes Memoranda, as needed Presentations, as needed Informational materials and other collateral for local jurisdictions, as needed Jurisdiction-specific compliance action plans	SB 1/ General Fund	07/01/25	06/30/26
2	Evaluation of documentation submitted by local governments to determine compliance with TOC Policy standards	Staff and/or Consultants	Compliance database (ongoing, perhaps organized via a web-based TOC Policy submission tool) Summary memoranda, reports, and presentations	SB 1/ General Fund	07/01/25	06/30/26 (ongoing)

FY 2024-25 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2024-25, SB 1 Planning Formula Funds supported implementation of MTC's Transit Oriented Communities (TOC) Policy, which aims to better align land use to support the region's transit investments, helping to reduce GHG and criteria pollutant emissions from the transportation sector. These funds will support staff and consultants to assess local compliance with the TOC Policy. This will involve one-on-one support to local government staff to ensure their understanding of the final Administrative Guidance and to support them in submitting documentation to demonstrate compliance, as well as staff/consultant review of the submitted documentation. The TOC portal that jurisdictions will use to submit compliance information will be launched and refined, as needed. A consultant will be procured to support TOC compliance assessment, assist jurisdictions in entering TOC compliance data, and provide other support for TOC implementation.

B. Project Products

- Meetings and meeting notes from one-on-one or small group support for local governments seeking to understand and submit documentation to verify compliance with the TOC Policy.

- Memoranda, presentations, summary reports, and informational materials or other collateral to communicate the details of TOC Policy requirements and status of local governments to achieve compliance
- TOC Policy compliance database, likely hosted via a web-based application through which each jurisdiction can submit necessary documentation and enable evaluation/verification by MTC staff
- RFP for consultant to support TOC compliance and implementation, Committee approval of consultant, and consultant contract

C. Previous Accomplishments

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

- Issued further guidance for the TOC policy in September 2024: <https://mtc.ca.gov/digital-library/5023804-mtc-administrative-guidance-transit-oriented-communities-policy>.
- In spring 2025, created a [webpage](#) for local jurisdiction staff with resources to facilitate TOC compliance.
- Approved consultant to support TOC policy implementation and assessment in February 2025. Work is expected to start in early Summer 2025.
- In Spring 2025, presenting proposed TOC compliance framework to stakeholders such as local jurisdictions and CTAs. A presentation will be made to the Commission in Summer 2025.

D. Work Plan (FY 2024-25)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Direct support to local governments (via one-on-one or small group meetings) to ensure understanding of TOC Policy requirements and support their submission of compliance documentation	Staff and/or Consultants	Agendas and meeting minutes Memoranda, as needed Presentations, as needed Informational materials and other collateral for local jurisdictions, as needed Jurisdiction-specific compliance action plans	SB 1/ General Fund	07/01/24	06/30/25 (ongoing)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
2	Support documentation submittal by local governments to determine compliance with TOC Policy standards	Staff and/or Consultants	Compliance database (ongoing, perhaps organized via a web-based TOC Policy submission tool) Summary memoranda, reports, and presentations	SB 1/ General Fund	07/01/24	06/30/25 (ongoing)
3	Procure consultant to support TOC Compliance Assessment and further TOC guidance	Staff and/or Consultants	RFP Consultant contract approval memorandum Consultant contract	SB 1/ General Fund	07/01/24	06/30/25

FY 2022-23 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2022-23, SB 1 Planning Formula Funds will support implementation of MTC's Transit Oriented Communities (TOC) Policy, which aims to better align land use to support the region's transit investments, helping to reduce GHG and criteria pollutant emissions from the transportation sector. For Priority Development (PDA) and Transit Rich Areas (TRA) with fixed guideway transit, this involves first assessing jurisdiction compliance with meeting the (proposed) TOC Policy requirements related to residential and commercial densities, housing policies that support production, preservation and tenant protections, parking and station access. Existing planning and TA programs will offer support to jurisdictions to come into compliance with the Policy. The TOC Policy, along with the supporting planning and TA programs, directly relate to achieving state-mandated GHG emissions reduction targets, as well as other goals associated with the region's Regional Transportation Plan/Sustainable Communities Strategy, or Plan Bay Area (PBA).

These funds will directly support staff to assess local compliance with the TOC Policy. Staff will initiate a baseline assessment of jurisdiction compliance and develop an internal approach for monitoring progress. Staff will also evaluate and assess the need for additional guidance documents to help jurisdictions to understand TOC Policy requirements. Finally, these funds will also support local planning and implementation activities in jurisdictions that need assistance to meet TOC Policy requirements and will include planning in PDAs and Transit Rich Areas (TRAs) as well as parking and station access and circulation efforts. Staff will coordinate internal review of planning and TA deliverables so that internal subject-matter experts review relevant deliverables for TOC Policy compliance.

Planning in PDAs is key to fully realizing and implementing PBA as PDAs serve as the framework for where the majority of development growth will occur over the time horizon of the Plan.

MTC has provided planning grants and TA to local jurisdictions for over 10 years to strengthen the connection between transportation and land use. MTC's TOC Policy also focuses on TRAs, ensuring that the land uses in these geographies are also supportive of the region's transit investments.

B. Project Products

Implementation of MTC's TOC Policy – assessment of policy compliance by examining local jurisdiction policies and programs as well as guidance and support through planning and TA.

C. Previous Accomplishments

In FY 2021-22, MTC staff led the update to MTC's Transit Oriented Development (TOD) Policy, or the TOC Policy. The policy focuses on achieving land uses that support transit ridership, including residential and commercial densities, transit access, as well as housing and parking policies that help to ensure equitable station areas and transit corridors. Staff anticipates adoption of the final policy in summer 2022.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Solicit updates to PDAs, PPAs, and if relevant, PCAs in advance of Plan Bay Area 2050 Update.	Staff	Staff memo Presentation Materials for local jurisdictions	SB 1/ General Fund	03/01/23	06/30/23
2	Begin updating TRAs and HRAs with latest available data in advance of Plan Bay Area 2050 Update.	Staff	Maps/data layers (ongoing)	SB 1/ General Fund	04/01/23	06/30/23

FY 2021-22 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2021-22, SB 1 Planning Formula Funds provided funding to update MTC's 2005 Transit-Oriented Development (TOD) Policy. Since its adoption, the TOD Policy has been successful in achieving planned housing thresholds in and around these transit stations and corridors. The next generation policy is exploring a broader range of funding sources, projects and eligibility criteria, and is assessing how to more broadly apply MTC's TOD Policy to incentivize housing. The outcome of the update is the Transit Oriented Communities Policy.

B. Project Products

- Technical Advisory Committee presentations and materials
- Draft Policy Alternatives
- MTC Committee materials
- Stakeholder presentations

C. Previous Accomplishments and Links to Relevant Products

- Initiated TOD Policy Update

- Completed the integrated OBAG/PDA Assessment (2021):
<https://mtc.legistar.com/View.ashx?M=F&ID=7748976&GUID=C425C9CB-EE1C-4480-8EFD-7E085AFA6737>

D. Work Plan (FY 2021-22)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff and consultant team will coordinate with agency staff, Technical Advisory Committee and stakeholders	Staff & Consultant (Strategic Economics)	Alignment with related MTC efforts, meeting agendas, presentations or summary notes (ongoing)	SB 1/ General Fund	07/01/21	Ongoing through project duration
2	Staff and consultant team will develop and deliver Policy Alternatives	Staff & Consultant (Strategic Economics)	Project deliverables (as needed)	SB 1/ General Fund	07/01/21	12/31/21
3	Staff will deliver a draft TOD Policy	Staff	Draft report (once)	SB 1/ General Fund	10/01/21	Ongoing through project duration – anticipated summer 2022
4	Adopt TOC Policy	Staff	Final report, materials (once)	SB 1/ General Fund	12/01/21	Anticipated summer 2022



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

**Metropolitan Transportation Commission
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