

FY 2024-25 Metropolitan Transportation Commission

Overall Work Program

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



Amendment No. 2
Draft



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



Federal Transit
Administration

FY 2024–2025

OVERALL WORK PROGRAM

for the

San Francisco Bay Area

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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 |
| ADAP | Airport Development Aid Program |
| AHSC | Affordable Housing and Sustainable Communities |
| 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 |
| BAAQMD | Bay Area Air Quality Management District |
| 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 |
| BIPOC | Black, Indigenous and people of color |
| BRTRTF | Blue Ribbon Transit Recovery Task Force |
| CalSTA | California State Transportation Agency |
| Caltrans | California Department of Transportation |
| CAP | Clean Air Plan |
| CARB | California Air Resource Board |
| CA S&H | California Streets and Highways Code |
| CARES Act | Coronavirus Aid, Relief, and Economic Security Act |
| CBA | Connected Bay Area |
| CBO | Community-based Organization |

| | |
|----------|---|
| CBTP | Community Based Transportation Program |
| CCTV | Closed Circuit Television |
| CDFW | California Department of Fish and Wildlife |
| CEQA | California Environmental Quality Act |
| CFAC | California Freight Advisory Committee |
| CFMP | California Freight Mobility Plan |
| CFPG | California Federal Programming Group |
| CFR | Code of Federal Regulations |
| CHP | California Highway Patrol |
| CMA | Congestion Management Agency |
| CMAQ | Congestion Mitigation and Air Quality |
| CMP | Congestion Management Program |
| CRRSAA | Coronavirus Response and Relief Supplemental Appropriations Act |
| COG | Council of Governments |
| CPG | Consolidated Planning Grants |
| CS | Complete Streets |
| CTA | County Transportation Agency |
| CTC | California Transportation Commission |
| DAC | Disadvantaged Community |
| DBE | Disadvantaged Business Enterprise |
| DOD | Department of Defense |
| DOT | Department of Transportation |
| EIR | Environmental Impact Report (state) |
| EIS | Environmental Impact Statement (federal) |
| EJ | Environmental Justice |
| EL | Express Lanes |
| EMFAC | EMission FACtor Model |
| EPA | Environmental Protection Agency |
| EPC | Equity Priority Communities |
| EV | Electric vehicle |
| FAST Act | Fixing America's Surface Transportation Act |
| FCH | First Community Housing |

| | |
|--------------|--|
| 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 |
| HCD | California Department of Housing and Community Development |
| HESS | Housing Element Site Selection Tool |
| HOV | High-Occupancy Vehicle |
| HPMS | Highway Performance Monitoring System |
| HSIP | Highway Safety Improvement Program |
| HSR | High-Speed Rail |
| HUD | U.S. Department of Housing and Urban Development |
| IIJA/BIL Act | Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law |
| LBSRP | Local Bridge Seismic Retrofit Program |
| LCTOP | Low Carbon Transit Operations Program |
| LEP | Limited English Proficient |
| LOS | Level of Service |
| LTP | Lifeline Transportation Program |
| MAP-21 | Moving Ahead for Progress in the 21st Century |
| MARAD | Maritime Administration, U.S. |
| MCA | Mitigation Credit Agreement |
| MIRE | Model Inventory of Roadway Elements |
| MOU | Memorandum of Understanding |
| MPO | Metropolitan Planning Organization |
| MTC | Metropolitan Transportation Commission |
| Muni | San Francisco Municipal Transportation Agency |
| NAAQS | National Ambient Air Quality Standards |
| NM | Network Management |

| | |
|----------|---|
| NVTA | Napa Valley Transportation Authority |
| OA | Obligation Authority |
| OBAG | One Bay Area Grant Program |
| OMB | Office of Management and Budget, U.S. |
| OWP | Overall Work Program |
| OWPA | Overall Work Program Agreement |
| PAC | Project Advisory Committee |
| 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 |
| PM2.5 | 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 |
| RAMP | Regional Advance Mitigation Planning |
| RAPC | Regional Airport Planning Committee |
| RCIS | Regional Conservation Investment Strategy |
| REAP | Regional Early Action Planning |
| RM 2 | Regional Measure 2 |
| RM 3 | Regional Measure 3 |
| RTCI | Regional Transit Capital Inventory |
| RTIP | Regional Transportation Improvement Program |
| RTP | Regional Transportation Plan |
| RTPA | Regional Transportation Planning Agency |
| SAFE | Service Authority for Freeways and Expressways |
| SAFETEA | Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2004 |
| SamTrans | San Mateo County Transit District |

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| SB 1 | California Senate Bill 1: The Road Repair and Accountability Act of 2017 |
| SB 375 | California Senate Bill 375 |
| SCS | Sustainable Communities Strategy |
| SCTA | Sonoma County Transportation Authority |
| SFO | San Francisco International Airport |
| SFMTA | San Francisco Municipal Transportation Agency |
| SIP | State Implementation Plan (for air quality) |
| SOV | Single-Occupancy Vehicle |
| SP&R | State Planning and Research |
| S RTP | Short-Range Transit Plan |
| STA | Solano Transportation Authority or State Transit Assistance |
| STBG | Surface Transportation Block Grant |
| STIP | State Transportation Improvement Program |
| STRAHNET | Strategic Highway Network |
| TAC | Technical Advisory Committee |
| TAM | Transportation Authority of Marin |
| TAP | Transportation Alternatives Program or Transformation Action Plan |
| TCC | Transportation Cooperative Committee |
| TCEP | Trade Corridor Enhancement Program |
| TCP | Transit Capital Priorities |
| TCRP | Traffic Congestion Relief 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 |
| TMC | Transportation Management Center |
| TMS | Transportation Management System |
| TOC | Transit-Oriented Communities |
| TOD | Transit-Oriented Development |
| TOS | Traffic Operations Systems |
| TPI | Transit Priority Investment |

| | |
|------|---|
| TSMO | Transportation Systems Management and Operation |
| TSP | Transit Sustainability Project |
| USC | United States Code |
| VMT | Vehicle Miles Traveled |
| VTA | Santa Clara Valley Transportation Authority |
| WE | Work Element |

METROPOLITAN TRANSPORTATION COMMISSION PROSPECTUS

May 2024
FY 2024–2025

I. 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 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:

Section I - PROSPECTUS: In this section, MTC outlines objectives and institutional arrangements, as well as the schedule to achieve these objectives.

Section II – OVERALL WORK PROGRAM: In this section, Caltrans and MTC describe activities to be undertaken during the year to accomplish the objectives; and

Section III – BUDGET: This section summarizes the regional planning funds available to MTC during FY 2024-25.

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

The region produces two periodically-updated major documents that comply with federal requirements: the *Regional Transportation Plan* (RTP) and the *Transportation Improvement Program* (TIP). The Commission adopted the current RTP, known as *Plan Bay Area 2050*, as well as the 2023 TIP, in October 2021 and September 2022, respectively. 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. 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 2024-25 OWP work element references the relationship between the upcoming tasks and the federal planning factors. Additionally, the following table displays the relationship between the planning factors and the MTC work elements across the OWP.

| Federal Planning Factor | FY 2024-25 OWP Work Elements Supporting Federal Planning Factor |
|---|---|
| Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522 1611, 1621, 1622, 1623, 1626</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618</p> |
| Increase the safety of the transportation system for motorized and non-motorized users | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622, 1623, 1626</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618</p> |
| Increase the security of the transportation system for motorized and non-motorized users | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1156, 1312, 1618</p> |
| Increase the accessibility and mobility of people and for freight | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622, 1623, 1626</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618</p> |

| Federal Planning Factor | FY 2024-25 OWP Work Elements Supporting Federal Planning Factor |
|--|---|
| Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and state and local planned growth, housing, and economic development patterns. | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622, 1623</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618</p> |
| Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622, 1623, 1626</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618</p> |
| Promote efficient system management and operation | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622, 1623</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618</p> |
| Emphasize the preservation of the existing transportation system | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622, 1623</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618</p> |
| Improve the resiliency and reliability of the transportation system; reduce or mitigate storm water impacts of surface transportation | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312</p> |

| Federal Planning Factor | FY 2024-25 OWP Work Elements Supporting Federal Planning Factor |
|-----------------------------------|---|
| Enhance travel and tourism | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1156, 1311, 1312, 1514</p> |

Planning Emphasis Areas (PEAs)

FHWA and FTA released Planning Emphasis Areas (PEAs) in 2021. These are areas that are encouraged for incorporation into the FY 2024-25 OWP and should be considered for future development during the regional planning process per 23 CFR 450. The PEAs are:

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future;
- Equity and Justice⁴⁰ in Transportation Planning;
- Complete Streets;
- Public Involvement;
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD);
- Federal Land Management Agency (FLMA) Coordination;
- Planning and Environment Linkages (PEL); and
- Data in Transportation Planning.

Each FY 2024-25 OWP work element references the relationship between the upcoming tasks and these PEAs. Additionally, the following table displays the relationship between the PEAs and the MTC work elements across the OWP.

| Planning Emphasis Areas | FY 2024-25 OWP Work Elements Supporting Planning Emphasis Areas (PEAs) |
|---|---|
| Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618</p> |

| Planning Emphasis Areas | FY 2024-25 OWP Work Elements Supporting Planning Emphasis Areas (PEAs) |
|---|---|
| Equity and Justice40 in Transportation Planning | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622, 1623, 1626</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1618</p> |
| Complete Streets | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514, 1618</p> |
| Public Involvement | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622, 1623, 1626</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1618</p> |
| Strategic Highway Network | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1113, 1121, 1122, 1124, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1611, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1156</p> |
| Federal Land Management Agency (FLMA) Coordination | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1611, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1156</p> |

| Planning Emphasis Areas | FY 2024-25 OWP Work Elements Supporting Planning Emphasis Areas (PEAs) |
|--|---|
| Planning and Environment Linkages (PEL) | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1514</p> |
| Data in Transportation Planning | <p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312</p> |

II. PLAN BAY AREA 2050 GUIDES REGIONAL PLANNING PRIORITIES

Plan Bay Area 2050 — adopted by the Commission and ABAG Executive Board in October 2021 — serves as next-generation plan for a resilient and equitable San Francisco Bay Area, laying out a pathway toward a better future for all residents through specific strategies, policies and investments related to transportation, housing, the economy and the environment. The final plan was informed by the input from over 23,000 Bay Area residents who submitted over 234,000 comments at over 450 public and stakeholder meetings and events held over the four-year planning process. Most importantly, more than 60 percent of public engagement activities targeted communities, including residents of [Equity Priority Communities](#) and other underserved groups, who have been historically underrepresented in planning processes.

Plan Bay Area 2050 works to ensure that the Bay Area of 2050 is more affordable, connected, diverse, healthy and vibrant for all through its 35 strategies to be implemented at the local, county, regional and state levels over the next three decades. Totalling approximately \$1.4 trillion, the plan’s strategies rely on existing and reasonably-anticipated new monies — but fully realizing those revenues will be critical in the decade ahead to fully implement the adopted plan. If implemented, the final plan would significantly reduce housing and transportation costs for a typical household, shift approximately one-fifth of the workforce away from commuting by auto, provide more affordable housing in historically-exclusionary cities and towns, meet the state-mandated greenhouse gas emissions reduction target, and improve intraregional jobs-housing balances, among other beneficial outcomes. Last, but certainly not least, the adopted plan would make greater headway in addressing challenges for households with low incomes and Equity Priority Communities — addressing long-standing disparities in housing, transportation, and more.

Continuing Plan Bay Area 2050 Implementation in FY 2024-25

Staff began implementing Plan Bay Area 2050 in FY 2023-24 and will continue to engage with the Commission and partners on plan implementation by advancing programs and policies that carry out its strategies, such as MTC's [Climate Initiatives Program](#), the [Regional Active Transportation Plan](#) and the [Transit Oriented Communities \(TOC\) Policy](#).

Focus on Plan Bay Area 2050+ and Transit 2050+

In addition to Plan Bay Area 2050 implementation, staff will continue efforts to develop Plan Bay Area 2050+, the update to Plan Bay Area 2050, which began in FY 2023-24. In FY 2024-25, the Plan Bay Area 2050+ Blueprint will be finalized, and the draft plan document, Environmental Impact Report and Implementation Plan will be developed.

Staff, along with the region's transit agencies, will also continue to advance Transit 2050+, a parallel long-range planning effort to Plan Bay Area 2050+ that will develop a plan to re-envision the future of the public transit network in the region. Early project phases related to needs/gaps/opportunities and project performance were completed in FY 2023-24 and are feeding into the Plan Bay Area 2050+ Final Blueprint. In FY 2024-25, the project team will focus on completing a supplemental report for Plan Bay Area 2050+ and will shift to assessing alternative networks for Plan Bay Area 2060.

Additional FY 2024-25 High-Priority Action Areas

High-priority actions for FY 2024-25 include, but are not limited to:

- Continuing to engage with local jurisdictions on policy and planning guidance to implement MTC's TOC Policy.
- Focusing on advancing the next steps identified in the final [Next-Generation Bay Area Freeways Study](#) report. While the study will conclude in FY 2023-24, it will include the next steps to move toward implementation over the next decade. The next steps could include planning analyses, operational studies, and further policy exploration.
- Continuing to implement climate mitigation strategies with a focus on supporting local travel demand management (e.g., mobility hubs and parking policies), regional bike share and implementation of active transportation projects on the regional Active Transportation Network, and electrification of the passenger vehicle and public transit fleets to achieve Plan Bay Area 2050 greenhouse gas reduction targets.
- With the newly established Regional Network Management MTC committee and section within MTC, staff will focus on transit operational changes and implementation of the Transit Transformation Action Plan including fare integration, improved mapping and wayfinding, transit priority and network coordination, and accessibility and access.
- Undertaking a major refresh of MTC's *Equity Priority Communities* framework that is used for the statutorily-required Plan Bay Area effort as well as related planning and funding processes. This effort will involve reviewing best practices from peer regions, understanding the needs and priorities of Bay Area stakeholders, and developing a new or revised framework prior to the kickoff of Plan Bay Area 2060 in 2026.

III. MTC ORGANIZATION

This section provides a description of the planning area and the MTC organization structure (including its committees, citizen-based advisory council and task forces), and it illustrates the transportation planning decision-making process. It also includes a description of the four-agency Bay Area Regional Collaborative (BARC).

Planning Area

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

The region MTC serves is unique in that there are seven primary public transit systems, as well as numerous other local transit operators, which together carried nearly 500 million passengers per year prior to the COVID-19 pandemic. 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 \$2 billion, placing this region among the top transit centers in the nation. In addition, there are numerous specialized services for elderly and disabled travelers (referred to as paratransit service), as well as nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports.

Metropolitan Transportation Commission

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

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

agencies and the federal housing department, i.e., the California State Transportation Agency (CalSTA), the U.S. Department of Transportation and the U.S. Department of Housing and Urban Development.

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 bodies with unique statutory requirements, policy positions, programs, assets and debts.

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

MTC Standing Committees

Seven standing committees (comprising seven or more commissioners each) consider a wide range of questions on policies, planning, and programs, and make recommendations to the full Commission. The seven committees are Administration, Bay Area Housing Finance Authority (BAHFA) Oversight, Bay Area Toll Authority (BATA) Oversight, Joint MTC ABAG Legislation, Operations, Planning, and Programming and Allocations. 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, reports and audits. |
| BAHFA Oversight Committee | Oversees the work of the authority that is addressing the Bay Area's chronic housing challenges. |
| BATA Oversight Committee | Oversees the work of the authority that administers revenue from the region's seven state-owned toll bridges. |
| Joint MTC ABAG Legislation Committee | Brings together members from MTC and ABAG to oversee both agencies' priorities, policies and positions. |
| Planning Committee | Oversees MTC's planning studies and programs and recommends revisions to Plan Bay Area — the region's long-range transportation plan. |
| Programming and Allocations Committee | Develops policies and recommendations about how to spend state and federal funds. |
| Regional Network Management | The Regional Network Management Committee — formerly the Operations Committee — oversees the Regional Network Management framework and many of the programs MTC runs for the public, including MTC's traveler services like 511 and Clipper®, as well as highways and major roads. |

MTC Interagency Committees

MTC collaborates 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 for MTC's various interagency committees are described in the table below:

| MTC Interagency Committee | Responsibilities |
|---|--|
| Active Transportation Working Group | Working to get more people moving by foot, bike, skateboard, scooter, wheelchair and other forms of active transportation or "micromobility." |
| Air Quality Conformity Task Force | Determines whether transportation projects and plans comply with state or federal air quality regulations. |
| Arterial Operations Committee | Discusses issues related to the major arterial streets and roads that connect us. |
| Bay Area Regional Collaborative | Addresses issues of regional significance, including climate change and social and economic injustice. |
| Bay Area Partnership Board | Gathers top executives from the region's many transportation-related agencies in order to improve safety, mobility and air quality. |
| Bay Area Vision Zero Working Group | Strives to make the region's streets safer for everyone, especially pedestrians and bicyclists. |
| Clipper® Executive Board | Policy, oversight, direction and authorization of significant business matters for the Clipper® fare payment system. |
| Fare Integration Task Force | Oversight for the Transit Fare Coordination & Integration Study. |
| Joint ABAG/MTC Governance Committee | Discusses whether MTC and ABAG should restructure their governing boards. |
| Joint MTC Planning Committee with the ABAG Administrative Committee | Considers planning activities and works on issues assigned by the Board. |
| Local Streets and Roads Working Group | A forum for cities to advocate for pavement maintenance funding. |
| Mega-Region Working Group | A forum in which the Bay Area, the Sacramento Metro Area, and San Joaquín County and its cities join forces to tackle shared transportation challenges and achieve shared goals. |
| Partnership Technical Advisory Committee | Formed to advise participating agencies' top executives on a wide range of transportation issues. |

| | |
|--|---|
| Programming and Delivery Working Group | A forum for CTAs and designated Local Agency programming staff to discuss programming and delivery topics and issues. |
| Regional Equity Working Group | Supports social equity planning and analysis in the development of Plan Bay Area. |
| Regional Airport Planning Committee | Oversees the development of policies for commercial and general aviation airports. |
| Regional Network Management Council | Provides guidance on regional transit network management efforts, including programs, policies and other actions to improve the transit rider experience. |
| Transit Finance Working Group | Discusses new funding opportunities and issues that may affect transit agencies' 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 expanding the network of freeway Express Lanes, operating the Freeway Service Patrol and managing toll revenue to keep the seven state-owned bridges safe. An MTC Authority is created by law to perform specific duties or projects for residents of the Bay Area. Sometimes these projects have been voted on and approved by the public, and sometimes they are passed into law by the California State Legislature. MTC Authorities will often work together with other agencies. These are called “joint powers authorities” and are partnerships between similar agencies across separate local or state governments.

| Authority | Responsibilities |
|---|--|
| Bay Area Headquarters Authority (BAHA) | Manages and maintains the Bay Area Metro Center building in San Francisco. |
| Bay Area Housing Finance Authority (BAHFA) | First-of-its-kind regional authority created to address the Bay Area's chronic housing challenges. |
| Bay Area Infrastructure Financing Authority (BAIFA) | Oversees the financing, planning and operation of MTC Express Lanes and related transportation projects. |
| Bay Area Toll Authority (BATA) | Manages the toll revenues from the Bay Area's seven state-owned bridges. BATA also manages FasTrak®, the electronic toll payment system. |
| Service Authority for Freeways and Expressways (SAFE) | Manages the Freeway Service Patrol tow trucks and the emergency roadside call box programs. |

Policy Advisory Council

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

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

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

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

The Policy Advisory Council has also appointed two subcommittees. The Equity & Access Subcommittee advises the Commission on transportation policies, incorporating diverse perspectives relating to social equity and accessibility. The Regional Network Management (RNM) Customer Advisory Group evolved from the previous Transit Transformation Action Plan (TAP) Subcommittee. The purpose of the Customer Advisory Group is to provide diverse customer perspectives to the RNM Committee to help shape regional transit policy and implementation planning.

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. Department of Transportation) 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 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 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"). Subsequent to 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 13 transit/rail operators represented on the MTC Commission:

1. Caltrain: Cindy Chavez
2. County Connection: Sue Noack
3. Marin Transit: Stephanie Moulton-Peters
4. NCTA: Alfredo Pedroza
5. Santa Clara Valley Transportation Authority: Margaret Abe-Koga, Cindy Chavez, Matt Mahan
6. Soltrans: Jim Spering
7. SamTrans: David Canepa
8. Sonoma Marin Area Rail Transit: David Rabbitt
9. Santa Rosa City Bus: Victoria Fleming
10. Sonoma County Transit: David Rabbitt
11. Tri-Delta Transit: Federal Glover
12. Union City Transit: Carol Dutra-Vernaci
13. Golden Gate Bridge, Highway and Transportation District: David Rabbitt, Stephanie Moulton-Peters

IV. OVERVIEW OF PUBLIC PARTICIPATION AND INVOLVEMENT

The Metropolitan Transportation Commission's public involvement process aims to give the public and partners ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and 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.

Federal law requires MTC, when developing the RTP and the TIP, to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, [MTC's 2023 Public Participation Plan \(PPP\) for the San Francisco Bay Area](#) lays out a comprehensive vision for informing the public about the myriad of opportunities for getting involved in MTC's work and includes enhancements geared toward better reaching Equity Priority Communities, more comprehensive public information techniques and a refinement of MTC's guiding principles for engagement and engagement strategies. This latest iteration of the PPP incorporates MTC's adopted Equity Platform, and 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 the Association of Bay Area Governments must jointly develop a Sustainable Communities Strategy (SCS) to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas 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.

MTC's revised guiding principles for engagement serve as our vision for public participation and are rooted in our mission to advance equity in the Bay Area by investing resources in engagement strategies that lift the voices of those who have been historically left out of the decision-making process. These guiding principles include:

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).

V. COORDINATION WITH FEDERAL LAND MANAGEMENT AGENCIES

As previously noted, MTC aims to meaningfully engage the public and all its partners in its projects, plans and programs. Some Federal Land Management Agencies, including the United States Fish and Wildlife Service and the United States Army Corps of Engineers, have been key partners on MTC projects. MTC is committed to cultivating and growing collaborative partnerships with other FLMA's to

ensure that this important federal planning emphasis area is incorporated during the regional planning process.

MTC will aim to further build 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

VI. CONSULTATION WITH NATIVE AMERICAN TRIBAL GOVERNMENTS

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

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

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

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

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

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

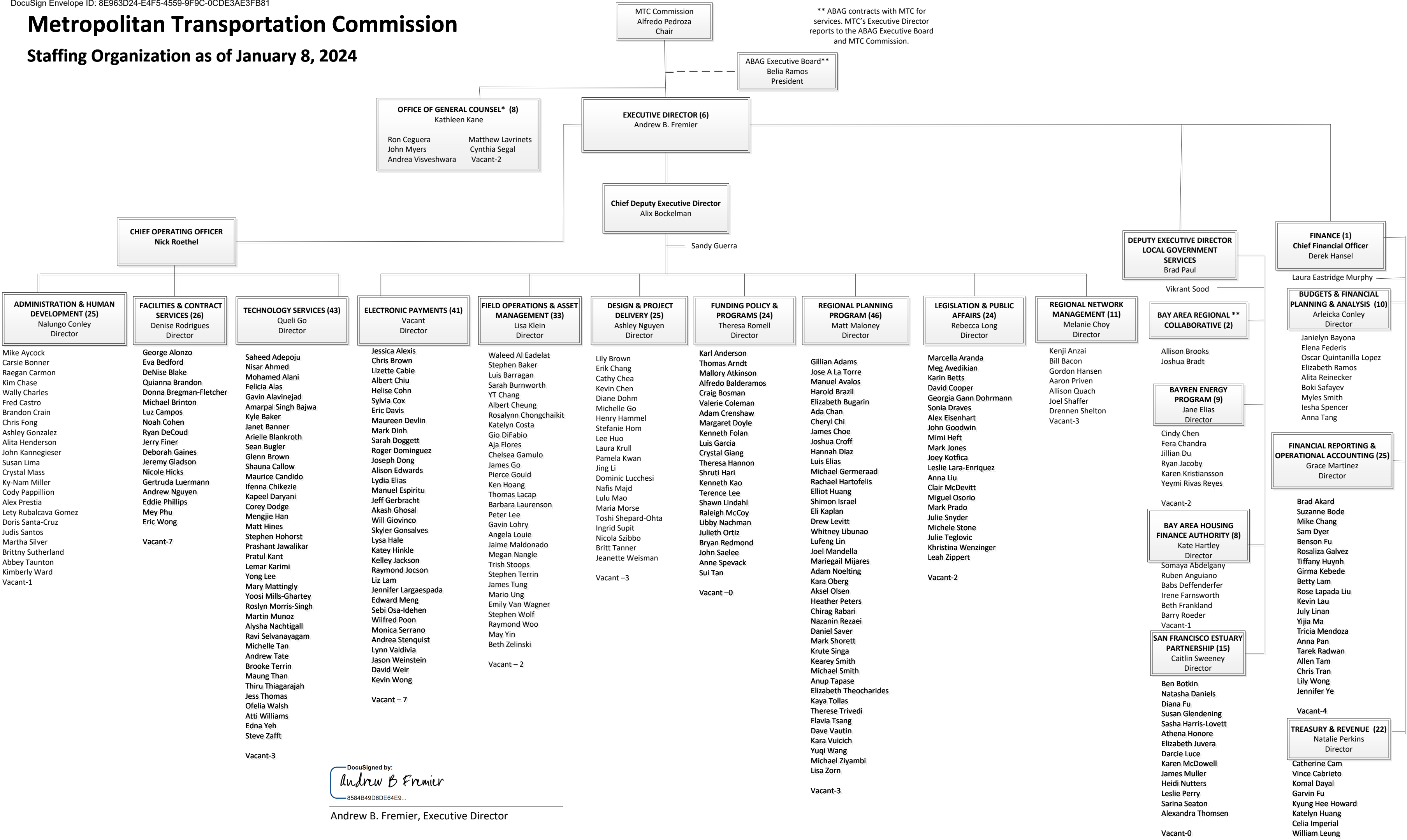
- Amah Mutsun Tribal Band

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

Metropolitan Transportation Commission

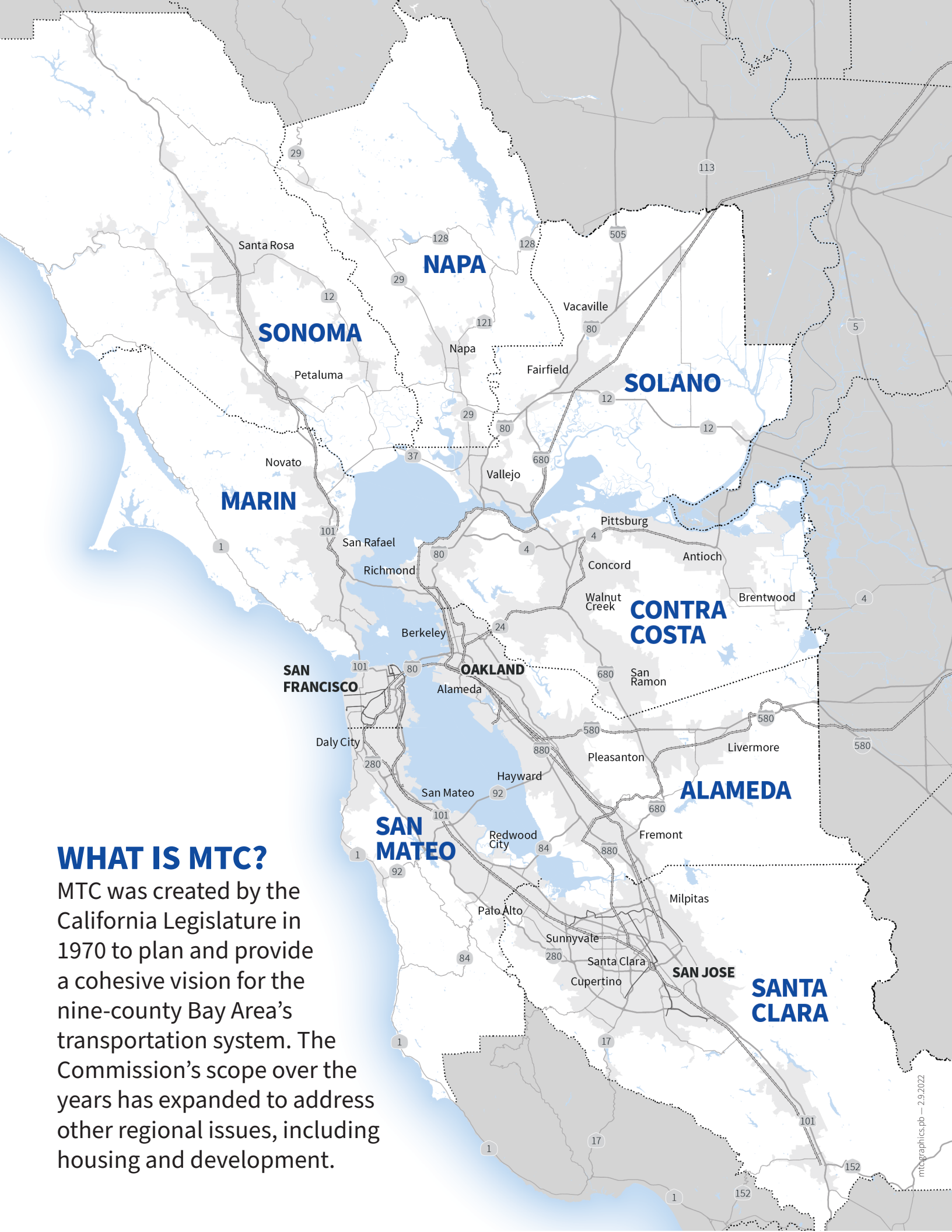
Staffing Organization as of January 8, 2024

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



404 FY 24 Positions (Regular, Time-limited, Tier 1-ongoing)

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



WHAT IS MTC?

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

OVERALL WORK PROGRAM
CALIFORNIA DEPARTMENT OF TRANSPORTATION

May 2024
FY 2024–2025

Caltrans Work Elements

Goals and Objectives

The California Department of Transportation (Caltrans/Department) Work Elements support the 2020-2024 Caltrans Strategic Plan mission to provide a safe and reliable transportation network that serves all people, respects the environment, and achieves six key goals: Safety First, Cultivate Excellence, Enhance and Connect the Multimodal Network, Strengthen Stewardship and Drive Efficiency, Lead Climate Action, and Advance Equity and Livability in All Communities.

Caltrans Work Elements promote the Department's objectives across various transportation plans, including the California Transportation Plan 2050 (CTP 2050), California Freight Mobility Plan (2023), Smart Mobility Framework Guide (2020), Climate Action Plan for Transportation Infrastructure (CAPTI), and Complete Streets and Interregional Transportation Strategic Plan. Additionally, they fulfill the Department's responsibility to steward federal 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.

Moreover, the CTP addresses Equity by implementing statewide strategies that analyze transportation, economic, climate, and racial & social inequities that drastically impact vulnerable and underserved communities. Caltrans acknowledges that historically and contemporary marginalized communities of color experience fewer benefits and a more significant share of negative impacts of our State's transportation system. Some of these disparities reflect a history of transportation decision-making, policy, processes, planning, design, and construction that lack community consensus, place barriers, divide communities, and amplify racial inequities, particularly among Black/African-American and Latino communities. Caltrans recognizes its leadership role and significant responsibility to eliminate barriers to provide 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 will provide roughly \$50 billion in revenues over the next ten years to maintain and integrate the State's multi-modal transportation system. SB 1 allocated \$25 million in additional Caltrans Sustainable Communities Grant fund beginning with the Fiscal Year (FY) 2017/18 grant cycle to aid regional and local planning efforts. 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 to help achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

SB 1 also allocated \$20 million in climate change adaptation planning grants to local and regional agencies for adaptation planning from FY 2017/18 through the FY 2019/20 funding cycles.

Furthermore, the Climate Adaptation Planning Grant Program (CAPG) received \$50 million through a one-time budget trailer bill in SB 198, which is available to local, regional, and tribal governments. Due to under-subscribing of the CAPG, Caltrans awarded \$18.1 million to applicants in FY 23/24 Cycle 1. Caltrans has \$31.9 million to award in FY 24/25 Cycle 2. The Program supports the identification of transportation-related climate vulnerabilities by developing climate adaptation plans and project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure.

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TRANSPORTATION PLANNING

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 its 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 Transportation Concept Reports (TCRs), Comprehensive Multimodal Corridor Plans (CMCPs), and other district, 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 TCRs, 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

N/A

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 6.3 – 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 Federal 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, Draft, and Final OWPs to HQ ORCP and FHWA/FTA by their respective due dates.

Approve and send all additional OWP/OWPA documents, i.e., Amendments, Certifications, Approved Board Resolutions, Certifications, Assurances, etc., to ORCP HQ Liaison.

Review all RFRs to ensure expenditures are accurate for eligible activities, for delivered products, and completed per work elements in the OWP/OWPA and federal and state requirements.

Review, approve, and submit MTC's Year-End Package or Certificate of Expenditures (COE) to HQ ORCP.

Assist Caltrans Work Element Managers in administering discretionary program funds.

Monitor and administer Caltrans Sustainable Transportation Planning Grants awarded to MTC—Sustainable Communities, competitive and formulary awards, Strategic Partnerships, and Climate Adaptation Planning grants.

Collaborate, Coordinate, and review the Regional Transportation Plan.

Products

Caltrans Work Elements for the OWP/OWPA annual update

Progress reports on Caltrans OWP/OWPA activities

Reimbursement of CPG and Discretionary funds

Participation at policy level meetings

Amendment Approval

Close-out packages for Discretionary funded projects

Reconciliation Letter

Estimated Completion Date

February 2023

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 SB 45 and AB 1477.

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 10-Year SHOPP Plan.

Tasks

Implement procedures established in the MOU between Caltrans and MTC covering PSR-PDS.

Provide expertise to local agencies on initiating transportation projects.

Coordinate engineering, highway operation, environmental, and right-of-way functions in developing PIDs.

Provide analysis of alternatives to eliminate fatal flaws.

Include value analysis reviews whenever appropriate.

Coordinate the formation of project development teams to ensure stakeholder input into project initiation and preprogramming phases.

Coordinate with the Bay Area Toll Authority (BATA) on prioritized toll bridge rehabilitation projects. Implement Complete Streets Decision Document and Vehicle Mile Traveled Decision Document processes when appropriate.

Implement AB 1282 - Early Engagement for Environmental Permitting by working with transportation and permitting agencies to provide early coordination in the Caltrans project delivery process.

Include Climate Change Risk and Adaptation Reports in PIDs. The Climate Change Risk and Adaptation Report provides additional climate change considerations to ensure projects become more climate resilient. Additionally, it provides alignment with recently completed efforts such as the Climate Change Emphasis Area for Corridor

Planning Document and the Transportation Planning Scoping Information Sheet (TPSIS).

Conduct PID level Equity - Public Engagement activities as determined by the Project Development Teams (PDTs).

Evaluate Local-Sponsored PIDs, which are part of the Caltrans System Investment Strategy (CSIS), to ensure project alignment with state goals and priorities at the project's initial stage of development. This project evaluation process should result in early consultation with the project sponsors on the project scope and documentation of project alignment with the Climate Action Plan for Transportation Infrastructure (CAPTI) and California Transportation Plan goals.

Products

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

Estimated Completion

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.6 – Native American Liaison

Objectives

Establish clear lines of communication with the six federally recognized tribes in District 4.

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

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

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

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

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

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

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

Description

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

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

Previous and Ongoing Related Work

District general consultation with Tribal governments.

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

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

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

District participation in quarterly District Native American Liaison teleconferences.

Attend meetings and coordinate with Native American Tribal Governments.

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

Tasks

District participation in the Departmental Native American Advisory Committee (NAAC).

Develop and maintain active working relationships with Native American organizations, communities, groups, and individuals by encouraging participation in transportation planning and programming processes through Public Participation efforts.

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

Products

Improve working relationships and communication between the Department/District and local Native American

tribal governments, community-based organizations, groups, and individuals.
Documentation of Tribal government-to-government relations.

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Completion Date

Ongoing

Work Element 6.7 – Equity, Justice, and Public Engagement

Objectives

To demonstrate 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 solutions to transportation issues, problems, and constraints.

To promote greater public involvement of community groups and traditionally underrepresented and underserved populations, such as the elderly, disabled, low-income, and minority (i.e., African-American, Hispanic, Asian-American, American Indian/Alaskan Native, and Pacific Islander) leaders, in transportation decisions and context-sensitive planning. 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 including 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 the participation of other Department functional units as appropriate.

Conduct 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 Contract Efforts

The sixth Caltrans Statewide Planning Public Engagement Contract was awarded in October 2022. Under this \$1.9 million contract, work is 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 supports the most high-profile, complex transportation planning efforts and provides technical support for Caltrans staff to conduct more day-to-day outreach and engagement work.

An important Contract goal is to translate complex planning and design issues into language and graphics that people can understand. These outreach efforts engage 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 are more likely to stay actively 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.

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 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 projects regarding pedestrian needs
Providing staff support for District 4 Pedestrian Advisory Committee meetings

Estimated Completion Date

Ongoing
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 2024

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 Highway System 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 Highway System (SHS). This function assists the Department in meeting goals associated with AB 32, SB 375, and SB 391 by promoting alternative transportation modes to decrease vehicle miles traveled and associated greenhouse gas emissions and increasing the efficiency of the SHS. Specifically, emphasis is placed on three areas:

1. Leveraging the existing SHS 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 has coordinated with the Capitol Corridor on planning for a new station at the Ardenwood Park-and-Ride lot in the City of Fremont. Additionally, Caltrans is managing the consultant contract to develop the Caltrans Bay Area Transit Plan, aiming to establish a comprehensive approach for transit-supportive infrastructure on the SHS in District 4.

Tasks

- Coordinate with local agencies to enhance the State Highway System 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 Highway System 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 Division of Freight and Goods Movement within the Division of Transportation Planning, the Division of Research, Innovation and System Information, the Division of Aeronautics, the Division of Rail and Mass Transportation, 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.

Product

Internal/external project and policy documents

Estimated Completion Date

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

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 Transportation 2050 Plan and the 2021 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 Decisions
 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.

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.

Tasks

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

Products

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

Estimated Completion Date

Complete
Complete
Complete
Complete
Complete
May 2024
Complete

Estimated Cost by Funding Source
Not funded through the OWP process

Estimated Person-Months and Cost
N/A

Caltrans 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 has \$31.9 million available to award in FY 24-25 Cycle 2. 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

Coordinate with Caltrans Headquarters, District 4 functional units, regional and local agencies such as MTC, the nine County Transportation Agencies (CTA), adjoining Caltrans Districts, and greater Northern California mega-region Metropolitan Planning Organizations (e.g., SJCOG, SACOG) to prepare funding applications as well as the processing of letter of support (LOS) requests.

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). In consultation with MTC, CTAs, and partner agencies, identify relevant projects that meet various funding criteria.

Coordinate project readiness for current and future funding cycles and develop funding strategies. Utilize Corridor Plans and other planning documents to identify and recommend projects that meet State goals in the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Strategic Plan, and California Transportation Plan (CTP).

Previous and Ongoing Related Work

The District coordinated with internal and external staff on submitting SB 1 intake forms for Solutions for Congested Corridor Program (SCCP) and Trade Corridor Enhancement Program (TCEP). This coordination will continue once SCCP and TCEP projects are selected for application development.

We collaborated with the District 4 Office of Transit and Active Transportation and external partners to nominate projects for Active Transportation Program Cycle 7.

We reviewed letter of support (LOS) requests for federal grant programs including the Bridge Improvement Program, Safe Streets for All, and Rebuilding American Infrastructure with Sustainability and Equity (RAISE).

The District reviewed partnership requests for RAISE 2023.

We coordinated discussions regarding potential project nominations for State-sponsored Non-State Highway Operation Protection Program (SHOPP) Project Initiation Document (PID) FY 23/24.

Tasks

Review any LOS and joint application requests from County Transportation Agencies (CTAs), Metropolitan Transportation Commission (MTC), and organizations applying for state or federal 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).

Attend CSIS alignment workshops to ensure transportation projects meet statewide goals and objectives. The district also participates in webinars, training related to funding programs, and other meetings hosted by HQ and the United States Department of Transportation (USDOT)

Products

10-Year Non-SHOPP PID Project List

Estimated Completion Date

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.

Description

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

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

Funding

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

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

- Interstate 980 Corridor Alternatives Study (Vision 980 Study-Phase 1)
- District 4 Transit Plan
- Interstate 580 Truck Access Study

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Transit Funding and Programs

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

District 4 serves as the liaison between the Division of Local Assistance (DLA) and local transit agencies in District 4.

Participates in Roundtable/Teleconference meetings and transit training classes, studies, and workshops, including those related to regional transportation plans and sustainable communities' strategies.

Provides quarterly reports updating the DLA on district efforts. Tracks and reports finalized work and completes reports promptly. The District assists transit grant recipients with program requirements and all Federal and State compliance.

Reviews and monitors sub-recipient compliance for all transit grant projects described in executed standard agreements and 49 United States Code (USC) Chapter 53.

Collects, reviews, and develops a comprehensive list of semi-annual Disadvantaged Business Enterprise (DBE) Utilization data and provides it to the DLA.

Conducts triannual monitoring of federally funded projects, including operations, vehicle, and facility infrastructure projects, using forms in the BlackCat grant management system.

Conducts triannual on-site monitoring of local agencies to ensure the following: procurement and asset management compliance, disposition of assets, maintenance procedures, school bus, charter bus, A.D.A., Title VI, Drug and Alcohol, Fixed Route Paratransit, and Demand Response Services (uses forms from BlackCat).

Reviews agency websites to ensure FTA compliance and that services posted on them accurately reflect services currently in operation. Conducts annual on-site federal compliance reviews. Conducts annual secret rider reviews on local agency transit systems using forms in BlackCat to ensure Federal compliance.

Products

Planning staff aims to improve transportation access and services in non-urbanized areas by purchasing specialized vehicles, constructing transit shelters and station facilities, and providing 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.
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

Highway Management

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:

- A Transportation Management Center (TMC) responsible for overseeing the TOS.
- A ramp metering management system for controlling access to the highway facilities.
- A traffic surveillance system, which includes electronic roadway detectors, closed-circuit TV (CCTV) cameras, and motorist call boxes.
- A motorist information system, which includes changeable message signs and highway advisory radio.
- 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 2019-23, 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

Estimated Completion Date

Monthly

Rating average time waiting for FSP to arrive.

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

between local agencies and Caltrans TMC

Implementation of ramp metering in Corridors

Estimated Completion Date

Completed

Completed and on-going

Pending resolution of security issues

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Data Analysis

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.

Current 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

Corridor Planning Maps

SB 1 Maps

Functional Classification Changes/Updates

Estimated Completion Date

Complete – Ongoing Maintenance

Complete – Ongoing Maintenance

Ongoing

Ongoing

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

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

OVERALL WORK PROGRAM
METROPOLITAN TRANSPORTATION COMMISSION

May 2024
FY 2024–2025

WORK ELEMENTS FUNDED BY THE CONSOLIDATED PLANNING GRANT (CPG)

FY 2024–2025

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

Project Managers: John Goodwin and Leslie Lara-Enríquez

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|---------------------|
| Salaries | \$ 2,434,044 |
| Benefits | 1,034,469 |
| Indirect | 1,937,858 |
| Consultants | 2,595,000 |
| | |
| Total Expenses | \$ 8,001,371 |

| Revenues | FY 2024-25 Budget |
|--|---------------------|
| Federal Transit Administration (FTA) 5303 (FY 2024-25) | \$ 1,761,152 |
| <i>Toll Credit Match</i> | 202,004 |
| Bay Area Toll Authority (BATA) Regional Measure 2 | 377,000 |
| Bay Area Toll Authority (BATA) Reimbursement | 493,000 |
| Bay Area Infrastructure Financing Authority (BAIFA) | 50,000 |
| General Fund | 5,320,219 |
| | |
| Total Revenues | \$ 8,001,371 |

Federal Share

22.01%

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 Public Participation Plan.

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. State law also requires MTC to prepare a separate Public

Participation Plan for the development of the RTP and Sustainable Communities Strategy (SCS).

As required, MTC 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 the California Native American Tribes (not federally recognized) with connections to the lands that make up the nine-county San Francisco Bay Area. MTC staff routinely invites each of the six federally recognized Native American Tribes in the San Francisco Bay Area to participate in separate and individual government-to-government consultations as each Tribe is considered independent and separate, and any and all interactions with each Tribe happen at a level determined appropriate by Tribal leaders and their staff. In addition to individual and separate government-to-government consultations, MTC staff also organizes Tribal Summits with the six federally recognized Tribes at a location that is convenient for the Tribes. The summit serves as a forum that brings together the Bay Area's local and regional agencies — as well as Caltrans District 4 — to facilitate access by the Tribes to all the relevant agencies in one place.

Furthermore, MTC aims to meaningfully engage those affected by its policies, actions and decisions. MTC is committed to cultivating and growing collaborative partnerships with Federal Land Management Agencies to ensure that this important federal planning emphasis area is incorporated during the regional planning process. MTC will aim to further build relationships with and engage the following relevant agencies in its public engagement activities:

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

C. Project Products

Public Engagement

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

Public Information

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

- Videos and social media content; primarily Facebook, Twitter, Instagram and YouTube
- Commissioner newsletters
- [All Aboard Bay Area Transit campaign](https://www.allaboardbayarea.com/) (https://www.allaboardbayarea.com/) digital and out-of-home assets
- Translation, interpretation and ADA accommodation requests

D. Previous Accomplishments and Links to Relevant Products

Public Engagement

- Completion of Round 2 of Next Generation Bay Area Freeways Study public engagement program: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/next-generation-bay-area-freeways-study/webinar-faster-freeways-exploring-potential-pricing>
- Completion of Round 1 of Plan Bay Area 2050+ and Transit 2050+ engagement programs: <https://www.planbayarea.org/news/news-story/recap-plan-bay-area-2050-summer-engagement>
- Completion of engagement for a potential future regional transportation revenue measure: <https://mtc.ca.gov/digital-library/5025146-plan-bay-area-2050-draft-blueprint-round-1-engagement-attachment-b>
- Planning for Round 2 of Plan Bay Area 2050+ and Transit 2050+ engagement

Public Information

- Ongoing implementation of a public information communications and outreach program
 - Press releases, as needed: <https://mtc.ca.gov/news/releases>
 - Website news stories: <https://mtc.ca.gov/news/top-stories> and <https://www.planbayarea.org/about/news>
 - The Bay Link blog: <https://blog.bayareametro.gov/>
- Continued updates to MTC website to improve user experience for those who navigate with assistive technologies, visit site on a mobile device or read languages other than English
- Promotion of the [All Aboard Bay Area Transit](https://allaboardbayarea.com/) campaign (https://allaboardbayarea.com/)
- Implementation of digital campaign to recruit youth to participate in the [Norman Mineta Bay Area Summer Academy](https://mtc.ca.gov/jobs-contracts/job-opportunities/internships/high-school-internships) (https://mtc.ca.gov/jobs-contracts/job-opportunities/internships/high-school-internships)
- Support press promotion in Cantonese, English, Mandarin and Spanish for Clipper START expansion and toll payment plans
- Ongoing translation of public information materials into Chinese, Spanish, Tagalog and Vietnamese

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|--|---|--|--------------|------------|----------|
| 1 | Continue and finalize implementation of Round 3 of Plan Bay Area 2050+ Public Engagement | Staff & Consultant ¹ (Kearns & West and WSP USA, Inc.) | Plan Bay Area 2050+ Engagement Program | General Fund | 07/01/24 | 10/31/24 |

¹ Consultant budget for Plan Bay Area engagement is under WE 1121.

| | | | | | | |
|---|---|--|---|---|----------|----------|
| 2 | Plan and begin implementing Round 4 of Plan Bay Area 2050+ Public Engagement | Staff & Consultant (Kearns & West and WSP USA, Inc.) | Plan Bay Area 2050+ Engagement Program | General Fund | 11/01/24 | 06/30/25 |
| 3 | Implement MTC communications strategy and program | Staff & Consultant (Craft & Commerce) | Websites, social media, e-newsletters, press releases, etc. | FTA 5303, RM2 Marketing, BATA, General Fund | 07/01/24 | 06/30/25 |
| 4 | Administer and implement key agency functions, including legal notices and public records requests, as needed | Staff | Legal notices, public records requests | BATA, BAIFA, General Fund | 07/01/24 | 06/30/25 |
| 5 | Implement engagement strategies and programs for other MTC projects, as needed | Staff | Engagement programs for other MTC projects, as needed | FTA 5303, BATA, General Fund | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- Implementation and completion of Round 2 of public engagement for Plan Bay Area 2050+ and Transit 2050+ (Q1).
- Conduct Rounds 3 (Q2) and 4 (Q3–4) of public engagement for Plan Bay Area 2050+, including engagement with the Bay Area’s federally recognized Tribal governments and federal land management agencies. As always, MTC will continue to proactively invite the Tribes to conduct government-to-government consultation during key phases of engagement on the next iteration of Plan Bay Area, as well as on other key initiatives and regional planning and programming processes.
- Expand development and distribution of social media and video content in Spanish and Chinese as well as English.
- Ongoing public information activities, as needed, including, but not limited to, distribution of newsletters and press releases, collateral development, press events, translations, etc.
- Support communications for all agency activities.

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

- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1113: Support the Partnership Board

Project Manager: Alfredo Balderamos

A. Budget

| Expenses | | FY 2024-25 Budget |
|----------------|--|-------------------|
| Salaries | | \$ 315,115 |
| Benefits | | 133,924 |
| Indirect | | 250,878 |
| Total Expenses | | \$ 699,917 |

| Revenues | | | FY 2024-25 Budget |
|--|--------|--|-------------------|
| Federal Highway Administration Planning (FHWA PL) (FY 2024-25) | | | \$ 272,451 |
| Toll Credit Match | 31,250 | | |
| General Fund | | | 427,466 |
| Total Revenues | | | \$ 699,917 |

Federal Share

38.93%

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

Objectives

- Facilitate regional coordination of planning and programming issues with federal, state, regional and local agencies, and transportation stakeholders.
- Consult with the Bay Area Partnership Board and its subcommittees as needed on prospective regional policy issues.

Description

Support the following Committees:

- Partnership Technical Advisory Committee
- Programming and Delivery Working Group
- Transit Finance Working Group
- Local Streets and Roads Working Group

C. Project Products

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

D. Previous Accomplishments and Links to Relevant Products

Met with Partnership and subcommittees on:

- Plan Bay Area 2050, 2025 TIP Update
- One Bay Area Grant (OBAG 3) Program
- New and ongoing state programs including those created by Senate Bill 1
- 2024 Regional Transportation Improvement Program (RTIP)
- Performance metrics and targets
- Transit Sustainability Project
- Zero Emission Transit Transition Strategy
- Major Project Advancement Policy
- Fund Programming and Project Delivery
- Fare Integration and Seamless Mobility
- Partnership Technical Advisory Committee Meetings
- Programming and Delivery Working Group Meetings
- Transit Finance Working Group Meetings
- Local Streets and Roads Working Group Meetings
- Staff reports to the committees and working groups

The Partnership Board met once last year: <https://mtc.ca.gov/meetings-events/bay-area-partnership-board-2023-10-23t170000>.

The Transit Finance Working Group of the Partnership met 12 times and the Joint Local Streets and Roads/Programming and Delivery Working Group met four times.

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|---|-------------------|---|-----------------------|------------|----------|
| 1 | Conduct Partnership Board Meetings | Staff | Meetings, as needed | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |
| 2 | Conduct Partnership Technical Advisory Committee Meetings | Staff | Up to 3-4 meetings per year. Develop agenda and produce packet items. Coordinate and host meetings. | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|---|-------|--|-----------------------|----------|----------|
| 3 | Conduct Programming and Delivery Working Group Meetings (may be joint meeting with Local Streets and Roads Working Group, see Task 6) | Staff | Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings. | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |
| 4 | Conduct Transit Finance Working Group Meetings | Staff | Monthly meetings. Develop agenda and produce packet items. Coordinate and host meetings. | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |
| 5 | Conduct Local Streets and Roads Working Group Meetings (May be joint meeting with Programming and Delivery Working Group, see Task 6) | Staff | Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings. | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |
| 6 | Conduct Joint Local Streets and Roads/Programming and Delivery Working Group Meetings | Staff | Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings. | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- Preparing for One Bay Area Grant implementation and updates
- Plan Bay Area 2050+ Update
- Discussions of future funding opportunities
- Fare Integration
- Seamless Mobility
- Federal grant programs (such as INFRA); Cap and Trade funding; Active Transportation Program; State Grants
- Implementation of IJJA/BIL
- Other transportation funding/program development

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

H. Federal Planning Emphasis Areas Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

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

Project Manager: Chirag Rabari

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|----------------------|
| Salaries | \$ 1,901,649 |
| Benefits | 808,200 |
| Indirect | 1,521,544 |
| Consultants | 14,446,777 |
| | |
| Total Expenses | \$ 18,678,170 |

| Revenues | FY 2024-25 Budget |
|---|----------------------|
| Federal Highway Administration Planning (FHWA PL) (FY 2024-25) | \$ 2,475,781 |
| <i>Toll Credit Match</i> | 283,972 |
| Federal Transit Administration (FTA) 5303 (FY 2024-25) | 244,341 |
| <i>Toll Credit Match</i> | 28,096 |
| Surface Transportation Block Grant (STBG) (Toll Credit Match Required) | 11,820,777 |
| <i>Toll Credit Match</i> | 1,355,843 |
| Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2023-24) (Carryover) | 448,674 |
| <i>Local Match - General Fund</i> | 58,130 |
| Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2024-25) | 849,382 |
| <i>Local Match - General Fund</i> | 110,046 |
| General Fund | 2,671,039 |
| Total Revenues | \$ 18,678,170 |

Federal Share

77.85%

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 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 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) requirements for the nine-county San Francisco Bay Area.

A joint project of MTC and ABAG, Plan Bay Area is adopted by both the Commission and the ABAG Executive Board, first with the original Plan Bay Area (July 2013), Plan Bay Area 2040 (July 2017), and most recently Plan Bay Area 2050 (October 2021; see below). A limited and focused update of Plan Bay Area, Plan Bay Area 2050+, kicked off in July 2023, with an anticipated adoption date of fall 2025. Plan Bay Area is being updated in consultation with a wide range of partners, including federal, state, regional, county, local and Tribal governments, as well as community organizations, stakeholders and the public.

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

Furthermore, MTC is committed to cultivating and growing collaborative partnerships with Federal Land Management Agencies to ensure that this important federal planning emphasis area is incorporated during the regional planning process. MTC will aim to further build relationships with and engage the following relevant agencies on the development of Plan Bay Area 2050+:

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

The Regional Transportation Plan/Sustainable Communities Strategy focuses on coordinating county planning funds by working closely with County Transportation Agencies (CTAs) to ensure regional and county-level planning and transportation investments are aligned to achieve the focused growth pattern that undergirds Plan Bay Area 2050. These planning activities support local efforts to promote transit-oriented development and expand transportation options in geographies that will support increased service.

C. Project Products

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

D. Previous Accomplishments and Links to Relevant Products

- Plan Bay Area 2050 Implementation Progress Updates: In November 2022, MTC and ABAG provided the first annual implementation progress update highlighting activities supporting the 80+ implementation actions adopted as part of Plan Bay Area 2050. A second annual implementation progress update was provided in October 2023. All deliverables are available here: <https://planbayarea.org/implementation>.
- Plan Bay Area 2050+ kickoff and Draft Blueprint Phase: Staff kicked off Plan Bay Area 2050+ in July 2023 before conducting a first round of engagement with the public, partners and stakeholders over the summer and

early fall. Policymakers received a detailed update on Round 1 engagement findings, draft core planning assumptions, and Draft Blueprint strategy refinements in November, prior to approving Draft Blueprint strategies and Growth Geographies for further study in January 2024.

- Plan Bay Area 2050+ Kickoff (July 2023 Memo: <https://planbayarea.org/digital-library/9ai-23-0841-summary-sheet-long-range-planning-updatespdf>, and July 2023 presentation: <https://planbayarea.org/digital-library/9aii-23-0841-attachment-powerpoint-long-range-planning-updates-1pdf>)
- Plan Bay Area 2050+: Round 1 Engagement Findings, Draft Core Planning Assumptions, and Draft Blueprint Strategy Refinements (November 2023 memo: <https://mtc.ca.gov/digital-library/5025153-8ai-pba50-summary-sheet-draft-blueprint-update>, and November 2023 presentation: <https://mtc.ca.gov/digital-library/5025154-8aii-powerpoint-pba50-attachment-draft-blueprint-update>)
- Plan Bay Area 2050+: Draft Blueprint Strategies & Geographies (January 2024 memo: <https://mtc.ca.gov/digital-library/5026155-7bi-23-1490-pba50-summary-sheet-draft-blueprint-strategies-and-geographies-v7>, and January 2024 presentation: <https://mtc.ca.gov/digital-library/5026169-7bii-23-1490-pba50-attachment-draft-blueprint-strategies-and-geographies-v10>)
- Draft Blueprint performance and equity outcomes were released in June 2024. Materials and documents developed as part of the Draft Blueprint phase, including memos, technical analysis reports, presentations and other useful resources are available here: <https://www.planbayarea.org/2050/2050-blueprint/plan-bay-area-2050-draft-blueprint-documents>
- Deliverables from these previous accomplishments include regular committee memos and presentations, such as those presented to the Joint MTC Planning Committee with the ABAG Administrative Committee. Past meeting materials can be found here: <https://mtc.ca.gov/about-mtc/committees/interagency-committees/joint-mtc-planning-committee-abag-administrative-committee#past>

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|--|-------------------------|--|------------------|------------|----------|
| 1 | Develop a fall 2024 Implementation Plan update to relevant MTC/ABAG committees, in concert with Vital Signs team and units throughout the MTC/ABAG organization. | Staff; Consultant (TBD) | - Staff memo - Presentation (once) | FHWA PL/FTA 5303 | 09/01/24 | 12/30/24 |
| 2 | Review and analyze proposed bills and regulations on long-range planning processes at the federal and state levels. <i>(Frequency depends on quantity of bills and regulations)</i> | Staff | - Staff memos (as needed) - Presentations (as needed) | FHWA PL/FTA 5303 | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|--|-------------------|--|------------------|----------|----------|
| 3 | As needed, develop amendment(s) and administrative modification(s) to Plan Bay Area 2050. <i>(Task will only occur if Commission requests an amendment or administrative modification)</i> | Staff | - Administrative amendments (as needed) | FHWA PL/FTA 5303 | 07/01/24 | 06/30/25 |
| 4 | Track and report the implementation progress of regionally significant transportation projects and programs. <i>(Frequency anticipated to be at least once annually)</i> | Staff | - Reporting documentation, likely a web-based tool | FHWA PL/FTA 5303 | 07/01/24 | 06/30/25 |
| 5 | Engage with state and county partners to ensure compatibility between Plan Bay Area 2050 strategies and state and county-wide initiatives, including the upcoming Caltrans Interregional Transportation Plan, and collaboration with County Transportation Agencies on relevant plans and relevant stakeholders on plan consistency determinations. <i>(Frequency anticipated to be multiple times per quarter)</i> | Staff | - Memos (as needed) - Presentations (as needed) | FHWA PL/FTA 5303 | 07/01/24 | 06/30/25 |
| 6 | Provide technical and policy support to advance shoreline adaptation planning and begin development of a regional sea level rise adaptation funding strategy, which will categorize investments for a resilient transportation system, | Consultant (BCDC) | - Memos (as needed) - Presentations (as needed) | STBG | 12/01/24 | 06/30/25 |

| | | | | | | |
|----|--|---|--|--------------------------------------|----------|----------|
| 7 | Transit 2050+ network performance assessment and development of a Recommended Transit Network for incorporation into Plan Bay Area 2050+ | Staff and Consultant (Fehr & Peers) | The regional travel model will be used to forecast how well the draft network performs against the goals and outcomes for Transit 2050+. This information combined with feedback from the public and other partner agencies and stakeholders will be used to develop the Recommended Network Concept for incorporation into the Plan Bay Area 2050+ Final Blueprint. | FHWA PL/ FTA 5303/ General Fund | 07/01/24 | 9/30/24 |
| 8 | Develop final needs & revenue analyses for Plan Bay Area 2050+. | Staff | - Staff memos - Presentations | FHWA PL/FTA 5303/ STBG/ General Fund | 07/01/24 | 09/30/24 |
| 9 | Implement Rounds 3 and 4 of Plan Bay Area 2050+ Public Engagement (<i>see also WE 1112</i>) | Staff ² & Consultant (Kearns & West and WSP USA, Inc.) | Plan Bay Area 2050+ Engagement Program | General Fund | 07/01/24 | 12/31/25 |
| 10 | Make any other further revisions to core long-range planning assumptions including Regional Growth Forecast and refinement of external forces for Final Blueprint. | Staff | - Staff memos - Presentations (as needed) | General Fund | 07/01/24 | 09/30/24 |

² Staff budget for Plan Bay Area engagement is under Work Element 1112.

| | | | | | | |
|----|--|-------------------------------------|---|-------------------------------|----------|----------|
| 11 | Develop and adopt Final Blueprint strategy revisions for Plan Bay Area 2050+. | Staff | - Staff memos - Presentations | FHWA PL/FTA 5303 | 07/01/24 | 09/30/24 |
| 12 | Transit 2050+ integration into Plan Bay Area 2050+ Final Blueprint | Staff and Consultant (Fehr & Peers) | The Transit 2050+ Recommended Transit Network will be incorporated into the Plan Bay Area 2050+ Final Blueprint. | FHWA PL/FTA 5303/General Fund | 10/01/24 | 12/31/24 |
| 13 | Conduct equity and performance analyses for Plan Bay Area 2050+ Final Blueprint. | Staff | - Staff memos - Presentations (as needed) | FHWA PL/FTA 5303 | 07/01/24 | 01/31/25 |
| 14 | Transit 2050+ Supplemental Report | Staff and Consultant (Fehr & Peers) | The Transit 2050+ Supplemental Report will document the process used to develop the Recommended Transit Network and document considerations for Plan Bay Area 2060. | FHWA PL/FTA 5303/General Fund | 11/01/24 | 06/30/25 |
| 15 | Engage in outreach and consultation with technical stakeholders, federal agencies, and state agencies through a variety of mechanisms. Provide information to elected officials through relevant MTC/ABAG committees as part of Plan Bay Area 2050+. | Staff | - Correspondence (as needed) - Staff memos - Presentations (as needed) - Meeting agendas and notes | General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|----|--|-------------------------------|---|---|----------|----------|
| 16 | Refine and resubmit Plan Bay Area 2050+ Technical Methodology to California Air Resources Board (CARB). <i>(Frequency anticipated to be two to four times over the course of the fiscal year)</i> | Staff | - Correspondence - Staff memos - Presentations (as needed) | General Fund | 07/01/24 | 06/30/25 |
| 17 | Release Notice of Preparation (NOP) and conduct scoping for Plan Bay Area 2050+ Environmental Impact Report (EIR). | Staff; Consultant (TBD) | - Correspondence (as needed) - Staff memos - Presentations | General Fund | 07/01/24 | 11/30/24 |
| 18 | Kick off Plan Bay Area 2050+ Implementation Plan process. | Staff | - Staff memos - Presentations - Meeting agendas and notes (as needed) | FHWA PL/FTA 5303/ General Fund | 09/01/24 | 11/30/24 |
| 19 | Release Final Blueprint outcomes and advance into EIR phase. | Staff; Consultant (TBD) | - Staff memos - Presentations | FHWA PL/FTA 5303/ General Fund | 09/01/24 | 01/31/25 |
| 20 | Prepare and release Plan Bay Area 2050+ Draft Plan Document, Draft EIR, Draft Implementation Plan, and associated draft technical supplemental reports. | | - Staff memos - Presentations (as needed) | FHWA PL/FTA 5303/ General Fund | 08/01/24 | 06/30/25 |
| 21 | Conduct and release Draft Air Quality Conformity and Title VI/Environmental Justice (EJ) Analysis. | | - Correspondence (as needed) - Staff memos | FHWA PL/FTA 5303/ General Fund | 09/01/24 | 06/30/25 |
| 22 | Initiate advance planning for Plan Bay Area 2060. | | - Memos (as needed) - Presentations (as needed) | FHWA PL/FTA 5303/ General Fund | 01/01/25 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- Complete Plan Bay Area 2050+ Implementation Plan Partnership Phase and present summary of major findings and considerations from the Plan Bay Area 2050+ Implementation Plan Partnership Phase
- Conclude Round 4 of partner and public engagement for Plan Bay Area 2050+
- Adopt Plan Bay Area 2050+ and release Plan Bay Area 2050+ final plan document, final EIR, final Implementation Plan, Final Air Quality Conformity and Title VI/EJ Analysis, and final associated technical supplemental reports (including Transit 2050+ Report)
- Submit Final Plan Bay Area 2050+ and receive regulatory approval from key partners including the California Air Resources Board and Caltrans
- Continue advance planning for Plan Bay Area 2060

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

FY 2024-25 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2024-25, SB1 Planning Formula Funds will support staff efforts to make updates to the Equity Priority Communities (formerly referred to as Communities of Concern) framework used in current and future Plan

Bay Area iterations, as well as by MTC/ABAG and partners for funding and operations purposes. SB 1 Planning Formula Funds will also support overall project management duties for the long-range regional plan, as well as staff efforts to finalize off-model calculators to calculate the emission-reduction benefits of key climate-related strategies included in Plan Bay Area 2050+ to achieve emissions reductions targets set by the state. Additionally, 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) | SB1/ General Fund | 07/01/24 | 06/30/25 |
| 2 | Develop, manage, and monitor progress on the overall work plan and schedule for Plan Bay Area 2050+ | Staff | - Memos - Presentations | SB1/ General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|---|-------------------------|---|-------------------|----------|----------|
| 3 | Finalize off-model calculators to calculate the emissions reduction benefits of key climate-related strategies in Plan Bay Area 2050+ Environment Element | Staff; Consultant (ICF) | - Calculator spreadsheets - Memos (as needed) - Presentations (as needed) | SB1/ General Fund | 07/01/24 | 01/31/25 |
| 4 | Finalize Growth Geographies for Plan Bay Area 2050+ | Staff | - Memos (as needed) - Maps and/or data analyses (as needed) | SB1/ General Fund | 07/01/24 | 09/30/24 |

FY 2023-24 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2023-24, SB1 Planning Formula Funds supported 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 also supported 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, SB1 supported updating the Growth Geographies for Plan Bay Area 2050+, which included evaluating submissions from local jurisdictions to establish new, or modify the boundaries of existing, Priority Development Areas (PDAs). The new Growth Geographies were 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. 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

Began process of soliciting updates to Priority Development Areas (PDAs) and began updating Transit-Rich Areas and High-Resource Areas 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) | SB1/ General Fund | 07/01/23 | 06/30/24 |
| 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) | SB1/ 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 | - Memos - Presentations | SB1/ 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) | SB1/ General Fund | 07/01/23 | 06/30/24 |
| 5 | Update Growth Geographies for Plan Bay Area 2050+ | Staff | Adoption of new and/or modified Growth Geographies | SB1/ General Fund | 07/01/23 | 01/31/24 |

FY 2022-23 Senate Bill 1 (SB1) Sustainable Communities Formula Funds**A. Project Description**

In fiscal year 2022-23, SB1 Planning Formula Funds supported staff efforts to solicit updates to the Regional Growth Geographies- Priority Development Areas, Priority Production Areas, Priority Conservation Areas, Transit-Rich Areas, and High Resource Areas. These growth geographies help guide regional transportation and development decisions and play a central 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 are intended to 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

Please see previous accomplishments listed below. The FY 2021-22 work on Equity Priority Communities was carried over.

D. Work Plan (FY 2022-23)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|---|-------------------|---|-----------------------|------------|----------|
| 1 | Solicit updates to Priority Development Areas, Priority Production Areas, and if relevant, Priority Conservation Areas 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 Transit-Rich Areas and High-Resource Areas 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 (SB1) Sustainable Communities Formula Funds

A. Project Description

This project has been carried over into FY 2022-23.

In fiscal year 2021-22, SB1 Planning Formula Funds provided 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 the 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

Plan Bay Area 2050 Implementation Plan materials and links are available on the Implementation page on the Plan Bay Area website: <https://planbayarea.org/implementation>

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 | SB1/ 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 | SB1/ 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 | SB1/ General Fund | 05/01/22 | 06/30/23 |

FY 2020-21 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2020-21, SB1 Planning Formula Funds provided 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 expanded 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 focuses 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](https://www.planbayarea.org/2050-plan/final-implementation-plan) and associated public engagement completed; final deliverables 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 | SB1/ General Fund | 07/01/20 | 11/30/22 |

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

Project Managers: Kearey Smith and Lisa Zorn

A. Budget

| Expenses | | FY 2024-25 Budget |
|-----------------------|--|---------------------|
| Salaries | | \$ 2,699,697 |
| Benefits | | 1,147,371 |
| Indirect | | 2,149,357 |
| Consultants | | 1,568,000 |
| Other Operating | | 57,000 |
| | | |
| Total Expenses | | \$ 7,621,425 |

| Revenues | | FY 2024-25 Budget |
|--|---------|---------------------|
| Federal Transit Administration (FTA) 5303 (FY 2023-24) (Carryover) | | \$ 1,139,476 |
| <i>Toll Credit Match</i> | 130,698 | |
| Federal Highway Administration Planning (FHWA PL) (FY 2024-25) | | 1,666,370 |
| <i>Toll Credit Match</i> | 191,133 | |
| Federal Highway Administration Planning (FHWA PL) (FY 2023-24) (Carryover) | | 1,446,928 |
| <i>Toll Credit Match</i> | 165,963 | |
| Federal Transit Administration (FTA) 5303 (FY 2024-25) | | 826,444 |
| <i>Toll Credit Match</i> | 94,793 | |
| Bay Area Air Quality Management District (BAAQMD) | | 293,757 |
| High Occupancy Vehicle (HOV) Lane Fines | | 450,000 |
| General Fund | | 1,658,450 |
| U.S. National Science Foundation | | 140,000 |
| | | |
| Total Revenues | | \$ 7,621,425 |

Federal Share

68.48%

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

B. Project Description

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

regional scenario analysis.

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

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

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

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

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

C. Project Products

- Model Development Documentation: <https://github.com/BayAreaMetro/modeling-website/wiki>
- The following web pages refer to the locations on GitHub where MTC staff have posted open-source code for modeling tools that are being developed and applied to perform analysis for other agency Project Products. GitHub (<https://github.com/>) is a hosting service for software development and code version control. Therefore, the web pages themselves are not Project Products meant for the public to digest. Rather, 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: <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:
 - Tree Develop: <https://github.com/BayAreaMetro/travel-model-two-networks/tree/develop>
 - Tree Parameters: https://github.com/BayAreaMetro/Lasso/tree/mtc_parameters
 - Tree Generic Agency: https://github.com/BayAreaMetro/network_wrangler/tree/generic_agency
- Transit Passenger Survey Documentation: <http://bayareametro.github.io/transit-passenger-surveys>
- Open Data Portal: <http://opendata.mtc.ca.gov/>
- Bay Area Spatial Information System (BASIS): <https://basis.bayareametro.gov>
- Housing Element Site Selection Tool (HESS): <https://hess.abag.ca.gov>
- Housing and Land Use Viewer (HLUV): <https://housing.abag.ca.gov/>
- Vital Signs Data and Website: <https://www.vitalsigns.mtc.ca.gov/>

D. Previous Accomplishments and Links to Relevant Products

Developed and applied our state of the practice regional forecast model, small area land use model and activity-

based travel model in support of each component of the 2021 Regional Transportation Plan and Sustainable Communities Strategy including our 2018-2019 Horizon initiative as well as the Draft and Final Blueprint analysis performed in 2020–2021.

- Plan Bay Area 2050 Regional Growth Forecast (July 2020):
https://www.planbayarea.org/sites/default/files/Plan_Bay_Area_2050_-_Regional_Growth_Forecast_July_2020v2DV.pdf
- Plan Bay Area 2050 Project Performance Findings (Nov 2019):
https://mtc.ca.gov/sites/default/files/ProjectPerformance_FinalFindings_Jan2020.pdf
- Plan Bay Area 2050 Draft Blueprint Findings (July 2020) and Draft Plan Bay Area 2050:
<https://www.planbayarea.org/draftplan2050>;
https://www.planbayarea.org/sites/default/files/pdfs_referenced/PBA2050_Draft_BPOutcomes_071720.pdf
- Plan Bay Area 2050 Final Blueprint Findings (Dec 2020):
https://www.planbayarea.org/sites/default/files/FinalBlueprintRelease_December2020_Compendium_Jan2021_Update.pdf
- Plan Bay Area 2050 Draft Modeling Supplemental Report (May 2021):
https://www.planbayarea.org/sites/default/files/documents/2021-05/Draft_PBA2050_Forecasting_Modeling_Report_May2021.pdf
- Plan Bay Area 2050 Final Modeling Supplemental Report (Oct 2021):
https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf
- Successfully collected consistent on-board survey data from more than 15 regional transit operators (note: this work was paused during 2020 and COVID-19): <http://bayareametro.github.io/transit-passenger-surveys/>
- Performed 2018-2019 travel diary survey to collect data from users and non-users of ride-hailing services in the San Francisco Bay Area; 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>
- Developed, in cooperation with peer MPOs, an efficient, maintainable open-source activity-based travel model platform (ActivitySim: <https://activitysim.github.io/>)
- Maintain online searchable GIS data can be found in our data portal: <http://opendata.mtc.ca.gov/>
- Supported MTC’s Vital Signs effort with an online data portal: <http://open-data-demo.mtc.ca.gov>
- Developed and maintain online Master Data Management tool and data management modules for use in Bay Area Spatial Information System (BASIS: <https://basis.bayareametro.gov>)
- Updated several key regional datasets used in support of several regional planning programs including Plan Bay Area 2050+ (Github Repo: <https://github.com/BayAreaMetro/BASIS-Data-Processing/tree/master/urbansim/pba50plus-p10>)
- Manage ongoing annual residential housing permit data updates which include the following Datasets:
 - Annual Progress Report — Entitlements: https://data.bayareametro.gov/Development/HCD-Annual-Progress-Report-Entitlements-2018-2022-/edui-5gas/about_data
 - Annual Progress Report — Permits: https://data.bayareametro.gov/Development/HCD-Annual-Progress-Report-Permits-2014-2022-/xegb-bunf/about_data
 - Annual Progress Report — Certificates: https://data.bayareametro.gov/Development/HCD-Annual-Progress-Report-Certificates-2018-2022-/a3uz-sk6/about_data
- Developed and maintained Housing Element Site Selection Tool (HESS: <https://hess.abag.ca.gov>) to assist local jurisdictions with the development of site inventories that comply with state requirements and to lift up best practices at the regional scale
- Developed and maintained Housing and Land Use Viewer Tool (HLUV: <https://housing.abag.ca.gov>) to share maps and data associated with Bay Area Housing and Land Use Patterns
- Developed Draft Transit Oriented Communities database and application to support housing and business development that is near to transportation, putting public transit in reach for more people and improving the quality of life in the Bay Area (Alpha Release: <https://toc.mtcanalytics.org/>)

- Developed Draft Equity Priority Communities using newly released Census data from the American Community Survey: https://opendata.mtc.ca.gov/datasets/1ae2ccc15b4a4fe9a6d0cd84ae47f2a5_0/explore
- Successfully integrated a spatial economic model (https://github.com/BayAreaMetro/bayarea_urbansim) with the travel model (<https://github.com/BayAreaMetro/travel-model-one>) to forecast land development patterns (including the impact of transportation on land development outcomes)
- Collaboratively researched future mobility trends and estimated potential impacts

E. Work Plan (FY 2024-25)

| 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 | Maps, technical memos, reports, interactive mapping applications and presentations (ongoing) | FHWA PL/FTA 5303/ General Fund | 07/01/24 | Ongoing |
| 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 | 07/01/24 | Ongoing |
| 3 | Staff will manage, maintain, and efficiently share all geo-spatial data associated with the Transportation Improvement Plan and the RTP/SCS. | Staff | Maps, technical memos, reports, interactive mapping applications and presentations (ongoing) | FHWA PL/FTA 5303 | 07/01/24 | Ongoing |
| 4 | Staff will conduct a regional “snapshot” onboard transit passenger survey to gather information about transit ridership and how it has been affected by COVID. This data will inform travel modeling, planning and research, and the work will be done in partnership with transit operators. Data collection in fall 2023. | Staff/ Consultant (Corey, Canapary & Galanis) | Survey summary reports (as needed), compiled database | FHWA PL/FTA 5303/ General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|--|--|--|--------------------------------|----------|----------|
| 5 | Staff, working with a consultant team (Resource Systems Group, Inc.) and other partners, will begin work on a continuous regional household travel survey to inform travel modeling, planning and research. Data collection in fall 2023 reports delivered in 2024. | Staff/ Consultant (Resource Systems Group, Inc.) | Survey summary reports (as needed), compiled database | FHWA PL/FTA 5303/ General Fund | 07/01/24 | 05/30/25 |
| 6 | Staff will continue to develop a regional land use database in support of housing and transportation planning coordination efforts. Staff plan for 3 or more releases of these datasets within FY24-25. | Staff | Maps, technical memos, reports, interactive mapping applications and presentations (ongoing) | General Fund | 07/01/24 | Ongoing |
| 7 | Staff will continue to develop the Housing Data and Analysis Tools in support of the REAP Technical assistance efforts. | Staff | Maps, technical memos, reports, interactive mapping applications and presentations (ongoing) | General Fund | 07/01/24 | 06/30/25 |
| 8 | Staff, in concert with a consultant team (WSP) will continue to develop the next generation travel model (TM 2) for the Regional Transportation Plan and other applications. This model includes much higher spatial resolution as well as the integration of new assignment software. Staff plan for 1 to 2 releases of the model in FY24-25. | Staff/ Consultant (WSP) | Technical memos, reports, presentations, and code updates on GitHub (ongoing) | FHWA PL/FTA 5303 | 07/01/24 | 06/30/25 |

| | | | | | | |
|----|--|------------------------|--|--------------|----------|-----------|
| 9 | Staff, in concert with a consultant bench will continue to update the land use allocation model, Bay Area UrbanSim, for the next Regional Transportation Plan, including incorporating travel model compatibility updates, addressing forecast volatility, model calibration, validation and sensitivity analysis, and policy updates. Staff plan for 1 to 2 releases of the model in FY24-25. | Staff/Consultant (TBD) | Technical memos, reports, presentations, and code updates on GitHub (ongoing) | General Fund | 07/01/24 | 06/30/25 |
| 10 | Staff will continue analyses on the Bay Area economy and demographics, including but not limited to analyses with the REMI economic model, to produce the Regional Growth Forecast for the 2050 Plan. | Staff | Technical memos, reports, presentations (likely 1-2 total for all) | General Fund | 07/01/24 | Completed |
| 11 | Staff will provide technical support and assistance with developing and implementing improved methods for generating, modifying, versioning, and sharing—both internally and externally—regional and local datasets. Staff will develop a collaborative partnership to acquire data and build preliminary regional datasets followed by specific dataset development and analyses for the defined AB617 Communities within the BAAQMD Administrative Boundary. | Staff | Maps, technical memos, reports, webinars, training, interactive mapping applications and presentations (ongoing) | BAAQMD | 07/01/24 | Ongoing |

F. Anticipated Future Activities (FY 2025-26)

- Continue supporting the data, analysis and modeling efforts of partner agencies (e.g., BART's Link21 study), as well as County Transportation Agencies who are moving towards adopting MTC/ABAG modeling tools

- Continue development and application of MTC/ABAG modeling tools (small area land use model and the travel model) for the next Regional Transportation Plan/Sustainable Communities Strategy
- Continue collection, development and publication of local and regional land use and housing data in support of the Regional Transportation Plan/Sustainable Communities Strategy

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1124: Regional Goods Movement

Project Managers: Adam Crenshaw and Adam Noelting

A. Budget

| Expenses | | FY 2024-25 Budget |
|-----------------------|--|-------------------|
| Salaries | | \$ 59,643 |
| Benefits | | 25,348 |
| Indirect | | 39,933 |
| | | |
| Total Expenses | | \$ 124,924 |

| Revenues | | FY 2024-25 Budget |
|--|--------|-------------------|
| Federal Highway Administration Planning (FHWA PL) (FY 2024-25) | | \$ 124,924 |
| Toll Credit Match | 14,329 | |
| | | |
| Total Revenues | | \$ 124,924 |

Federal Share

100.00%

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

B. Project Description

Implement the Regional Goods Movement Investment Strategy: In 2018, the MTC Commission adopted the Regional Goods Movement Investment Strategy, a ten-year prioritized set of projects and programs. MTC will work to monitor the delivery of projects and programs included in this investment strategy. A specific focus will be the allocation of Regional Measure 3 funds and identification of new programs 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 Quality Management District, and Ports on delivering community protection projects.

Continue to monitor/support statewide goods movement planning efforts and funding initiatives: MTC will continue to participate in the California Freight Advisory Committee (CFAC), which continues to meet quarterly 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 SB1 funding programs, especially the Trade Corridor Enhancement Program. MTC will continue to participate in Caltrans Comprehensive Multimodal Corridor Planning.

Continue mega-regional coordination, in alignment with the Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study. MTC led the Study in coordination with San Joaquín Council of Governments, Sacramento Area Council of Governments, Association of Monterey Bay Governments (AMBAG), and Caltrans. The study was completed in June 2019, and MTC staff and partners continue to communicate and

implement the study's findings, including identification and prioritization of project proposals for state funding programs.

Regional Airport and Seaport Planning: Convene Regional Airport Planning Committee (RAPC) or Seaport Planning activities, as needed. Participate in the Seaport Planning Advisory Committee to update the San Francisco Bay Area Seaport Plan (<https://bcdca.gov/BPA/BPASEaportPlan.html>). Consider potential impacts related to passenger and freight volumes at the region's three major airports.

C. Project Products

- Endorsements and letters of support for projects seeking state and federal discretionary funding sources
- Status update on the Regional Goods Movement Investment Strategy implementation efforts

D. Previous Accomplishments and Links to Relevant Products

Monitoring and supporting sponsor applications for goods movement related funding programs including the Trade Corridors Enhancement Program (TCEP): <https://catc.ca.gov/-/media/catc-media/documents/programs/tcep/4192022-tcep-program-of-project-amendment-al1y.pdf>

Participated in the Clean Freight Corridor Efficiency Assessment (SB671) Working Group: <https://catc.ca.gov/programs/sb671>

Served on the BCDC Seaport Planning Advisory Committee (SPAC), which guided development of the [Seaport Plan update](#). The Seaport Plan was approved in November 2023.

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 adoption (February 2016): <https://mtc.ca.gov/planning/transportation/san-francisco-bay-area-goods-movement-plan>

Freight Emission Reduction Plan (Fall 2017): http://2040.planbayarea.org/files/2020-02/Freight_Emis_Redctn_Action_Plan_PBA2040_Supplemental%20Report_7-2017.pdf

Regional Airport System Planning Analysis Update 2011 (September 2011)

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|-----------------|---|--------------------------|--|--------------------|-------------------|-----------------|
| 1 | Continue to monitor and support statewide goods movement planning efforts and funding initiatives | Staff | <p>Participate in the California Freight Advisory Committee.</p> <p>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.</p> <p>Coordinate with local partners on prioritization of project proposals for new SB1 funding programs, especially the Trade Corridor Enhancement Program.</p> <p>Participate in Caltrans Comprehensive Multimodal Corridor Planning.</p> | FHWA PL | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|--|-------|---|---------|----------|----------|
| 2 | Support regional goods movement planning and implementation efforts, including Plan Bay Area 2050 implementation actions | Staff | <p>Participate in quarterly meetings of the regional Goods Movement Executive Team.</p> <p>Support and assist partner agencies in applications for state and federal funding for goods movement plans and projects.</p> <p>Coordinate with other regional agencies (BCDC and BAAQMD) on goods movement planning and activities.</p> <p>Participate in state and local goods movement planning activities within the region.</p> <p>Incorporate priority elements of the Regional Goods Movement Investment Strategy into Plan Bay Area 2050+.</p> | FHWA PL | 07/01/24 | 06/30/25 |
|---|--|-------|---|---------|----------|----------|

| | | | | | | |
|---|--|-------|---|---------|----------|----------|
| 3 | Consult with relevant stakeholders, including Airport Land Use Commissions (ALUC), airport staff, and Caltrans staff on next steps for Regional Airport Planning and Policy. | Staff | <p>Consultation and meetings with relevant partners and stakeholders (ongoing)</p> <p>Development of a strategy (internal report) for enhancing the role of airport planning within the long-range planning context. Issues to be addressed include the Ground Access Improvement Program, forecasting and modeling, land use issues, and environmental resilience.</p> | FHWA PL | 07/01/24 | 06/30/25 |
|---|--|-------|---|---------|----------|----------|

F. Anticipated Future Activities (FY 2025-26)

Begin scoping for a potential update to the Regional Goods Movement Plan in concert with Bay Area CTAs, Ports (both Maritime and Aviation), Bay Area Air Quality Management District (BAAQMD), and Caltrans.

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

of surface transportation.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1125: Active Transportation Planning

Project Manager: Kara Oberg

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|---------------------|
| Salaries | \$ 160,198 |
| Benefits | 68,084 |
| Indirect | 127,542 |
| Consultants | 6,020,000 |
| | |
| Total Expenses | \$ 6,375,824 |

| Revenues | FY 2024-25 Budget |
|---|---------------------|
| Federal Highway Administration Planning (FHWA PL) (FY 2024-25) - Complete Streets Bipartisan Infrastructure Law | \$ 246,581 |
| Federal Highway Administration Planning (FHWA PL) (FY 2023-24) (Carryover) - Complete Streets Bipartisan Infrastructure Law | 109,243 |
| Surface Transportation Block Grant (STBG) - New | 5,060,000 |
| <i>Toll Credit Match</i> | 580,382 |
| Exchange Fund | 960,000 |
| | |
| Total Revenues | \$ 6,375,824 |

Federal Share

84.94%

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 supports implementation of two Plan Bay Area 2050 Strategies, which include “Build a Complete Streets Network” and “Advance Regional Vision Zero.” The implementation of these strategies has been carried out through the region’s first Active Transportation (AT) Plan, the updated Complete Streets Policy (Resolution No. 4493: https://mtc.ca.gov/sites/default/files/documents/2022-05/Resolution-4493_approved.pdf), and the Regional Active Transportation Network: <https://mtc.maps.arcgis.com/apps/mapviewer/index.html?webmap=8c0efbb322804b06ba8820f1672bd79f>.

The goal of MTC’s Complete Streets (CS) Policy is to ensure people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance regional Plan Bay Area policies including mode shift, safety, equity, VMT, and greenhouse gas 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 2024-2025, staff will continue to implement the AT Plan 5-Year Implementation Plan. The elements of focus include:

- Continuing the Active Transportation Technical Assistance Program (TA), which includes a second round of direct technical assistance to jurisdictions and a 9+ workshop/webinar series to strengthen the local capacity of AT Network implementation.
- Launching the new Complete Streets (CS) Checklist website, and database while continuing to monitor CS Checklist submissions and CS Policy compliance overall.
- A Complete Streets Checklist Annual Report to assess the efficacy of the Checklist and understand how well jurisdictions are meeting the CS Policy.
-

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

C. Project Products

The products include Active Transportation/Vision Zero Workshops and Webinars, Complete Streets Checklist webpage and database. with an annual Complete Streets Checklist report.

D. Previous Accomplishments

In the past year, accomplishments include:

- Launching the Active Transportation direct technical assistance program
- Launching the new Complete Streets Checklist Google Form, which is an intermediary step to the full public facing Complete Streets webpage and database, with jurisdiction log-in and editing capabilities.
- Integrating the AT Network into MTC's StreetSaver to help jurisdictions incorporate the implementation of the AT Network into their paving plans
- Hosting Active Transportation Working Group meetings.

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

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

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|--|-------------------|---|-------------|------------|----------|
| 1 | Staff the Active Transportation Working Group (ATWG) (ongoing) | Staff | Bi-monthly staff reports, presentation, materials Bi-monthly meeting agendas and notes | FHWA PL | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|--|-----------------------|--|--------------|------------|------------|
| 2 | Implement the Active Transportation (AT) Plan 5-Year Implementation Plan. This will involve carrying out actions in several categories, including funding, technical assistance, coordination and data. | Staff and Consultants | Active Transportation and Vision Zero TA Program – direct assistance. workshops/ webinars and peer exchanges focusing on AT Network, Complete Streets, and Vision Zero Policy implementation. | FHWA PL/STBG | 07/01/24 | 06/30/25 |
| 3 | Implement Complete Streets (CS) Policy Update by creating a CS Policy Update Lunch and Learn (as part of the AT TA Program) for implementation agencies to ensure elements and process are understood. | Staff | CS Policy Lunch and Learn Webinar. | FHWA PL | 07/01/24 | 06/30/25 |
| 4 | Complete Streets Checklist Annual Report | Staff | Annual Report to evaluate efficacy of the Checklist and Policy implementation | FHWA PL | 09/01/2024 | 12/31/2024 |
| 5 | CS Checklist Review for projects seeking regional discretionary funding or endorsement. Staff will review Checklists submitted for compliance with MTC's Complete Streets Policy and will work with project sponsors and county transportation agencies with any questions or additional information needed. | Staff | Review Checklists submitted with funding applications or endorsements Annual reports (based on timing of regional discretionary funding requests) outlining any projects seeking a CS Policy exception (and other data). | FHWA PL | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

The major focus of this work element is implementation of the AT Plan, specifically the actions outlined in its 5-year Implementation Plan. As noted above, the key areas for implementation are funding, technical assistance, data and coordination. MTC will be working with its partners in the region to advance and implement these actions.

In addition, staff will also focus on how well MTC's new CS Policy is working and achieving its goals and objectives by evaluating data collected through the new CS Checklist, web map, and process. Staff will propose changes based on this assessment, if applicable.

Staff will also focus on implementation of projects on the AT Network with All Ages and Abilities design guidelines. Staff will maintain the AT Network on ArcGIS to help track implemented/planned projects located on the Network and oversee the first update to the AT Network.

Finally, staff will continue monitoring implementation of the 5-year IP implementation plan, tracking progress and reporting on identified metrics.

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1127: Regional Trails

Project Managers: Toshi Shepard-Ohta, Nicola Szibbo and Caitlin Sweeney

A. Budget

| Expenses | | FY 2024-25 Budget |
|-----------------------|--|---------------------|
| Salaries | | \$ 316,782 |
| Benefits | | 134,632 |
| Indirect | | 252,205 |
| Consultants | | 3,634,028 |
| | | |
| Total Expenses | | \$ 4,337,647 |

| Revenues | | FY 2024-25 Budget |
|--|---------|---------------------|
| Federal Highway Administration Planning (FHWA PL) (FY 2024-25) | | \$ 276,446 |
| <i>Toll Credit Match</i> | 31,708 | |
| Surface Transportation Block Grant (STBG) (Toll Credit Match Required) | | 1,856,461 |
| <i>Toll Credit Match</i> | 212,936 | |
| Bay Area Toll Authority (BATA) Reimbursement | | 200,000 |
| 2% Transit Transfer | | 36,113 |
| 2% Transit Transfer - New | | 450,000 |
| 5% Transit Transfer | | 220,000 |
| 5% Transit Transfer - New | | 293,145 |
| Coastal Conservancy | | 549,770 |
| State Transit Assistance (STA) | | 95,000 |
| General Fund | | 360,712 |
| | | |
| Total Revenues | | \$ 4,337,647 |

Federal Share

49.17%

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. Leading with the Bay Trail Equity Strategy based on MTC's foundational Equity Platform, 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 in order 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 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, the Water Trail and other regional trails/active transportation facilities.

C. Project Products

- Gap Closure Plans/Design Guidelines/Studies/Project Development
- Bay Trail Block Grant Administration
- 501(c)3 Bay Trail Non-Profit Administration & Guidance
- 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

- Completed Bay Trail Equity Strategy (Phase II): <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-equity-strategy>
- Hosted Bay Trail Gap Closure Implementation Plan working group including National Park Service (NPS): <https://mtc.ca.gov/digital-library/5024912-bay-trail-gap-closure-implementation-plan-community-meeting-2>
- Completed draft of the Bay Trail Gap Closure Implementation Plan: <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-gap-closure-implementation-plan>
- Completed Bay Trail Gap Closure Implementation Plan Prioritization Map: <https://experience.arcgis.com/experience/817c5f3b503848deb44e83d337285fd6/>
- Conducted engagement and outreach for the San Francisco Airport (SFO) Gap Study: <https://mtc.ca.gov/news/public-input-needed-bay-trail-sfo-gap-study>
- Coordinated with National Park Service (NPS), US Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) regarding the SFO Gap Study: <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-sfo-gap-study>
- Initiated Bay Trail Strategic Plan and conducted precedent studies: <https://mtcdrive.box.com/s/wyrp8q6kzo87ox9gkh5i3y1tdkn52cco>
- Initiated Bay Trail Design Guidelines & Toolkit 2.0: <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-design-guidelines-toolkit-20>
- Coordinated major project improvements on [SR-37 \(interim and PEL\)](#), the [West Oakland Link](#), and [Vallejo Bay Trail/Vine Trail](#)
- Maintained partnerships on regionwide and local planning related to sea level rise with [Doolittle Adaptation Working Group](#) (https://docs.google.com/document/d/1-fXhqQnzHQ0fTulfqFnJzf-Kt_qLIW9O-2yh0fRkb-4/edit), and [Carquinez Strait Scenic Shoreline \(CSSLT\) Working Group](#) (<https://docs.google.com/document/d/153GpvJorXgNIPNpcdM6JDBt14Scex6av88GQHkZ4MBE/edit>)
- Administered [Bay Trail](#) (<https://mtcdrive.box.com/s/7h0igdga9kduvpw9ibj4jmv9ry2138o>) and [Water Trail](#) (<https://mtcdrive.box.com/s/7afo3x8bmcdhxx5v9ph6j04ziiin8lkf>) grants to local partners
- Participated in [Bay Area Trails Collaborative \(BATC\)](#) (<https://www.railstotrails.org/trailnation/bay-area-trails-collaborative/>) and [Collaboration for Regional Trails Initiative \(CRTI\)](#) (<https://pecpa.org/collaboration-of-regional-trail-initiatives/>)
- Maintained partnerships on Bay Trail outreach with organizations for annual and monthly events such as Bay

Day, Bike to Wherever Days/Bike to Work Day: <https://blog.bayareametro.gov/posts/bay-day-challenge-has-started>

- Continued [regular contact and coordination with local and regional partners related to technical assistance on the Bay Trail](#) (<https://mtc.legistar.com/View.ashx?M=F&ID=12498201&GUID=6247288D-309A-404D-A8FA-8788AE78F493>)
- Provided administration support for the Bay Trail Non-Profit including [Bay Trail Board](#) (https://baha.granicus.com/player/clip/17164?view_id=1&redirect=true) and [Bay Trail Steering Committee](#) (https://baha.granicus.com/player/clip/16902?view_id=1&redirect=true) meetings
- Continued [social media strategy implementation for Bay Trail social media accounts](#) (<https://www.facebook.com/sfbaytrail/>)
- Supported [Bay Trail and Bay Day events via MTC social media channels](#) (<https://blog.bayareametro.gov/posts/get-san-francisco-bay-trail-saturday-national-celebrate-trails-day>)
- Sponsored [California Trails and Greenways Conference](#) (https://www.parks.ca.gov/?page_id=24151), the [State of the Estuary Conference](#) (<https://www.sfestuary.org/state-of-the-estuary-conference/>) and [Together Bay Area](#) (<https://togetherbayarea.org/together-conference-2024/>)

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|---|---|---|--|------------|----------|
| 1 | Bay Trail Gap Closure Implementation Plan (BTGCIP) | Staff & Consultant (Alta Planning & Design) | Final Project Priority List and GIS script, planning-level cost estimates (once) | FHWA PL/2%/5% Transit Transfer/ General Fund | 07/01/24 | 12/31/24 |
| 2 | San Francisco International Airport (SFO) Gap Study | Staff & Consultant (Fehr & Peers) | Feasibility study (once), preparation for project approval and environmental document (ongoing) | Bay Trail Non-Profit/ General Fund | 07/01/24 | 06/30/25 |
| 3 | Bay Trail Strategic Plan Update | Staff & Consultant (Toole Design Group) | Develop strategic goals, objectives, KPIs (ongoing) | STBG | 07/01/24 | 06/30/25 |
| 4 | Bay Trail Design Guidelines & Toolkit 2.0 | Staff & Consultant (Toole Design Group) | Develop the 2016 Bay Trail Design Guidelines and Toolkit with emerging trends (once) | STBG | 07/01/24 | 06/30/25 |

| | | | | | | |
|----|--|-------------------------------------|--|---------------------|----------|----------|
| 5 | Bay Trail Data Strategy | Staff & Consultant (TBD) | Initiate Procurement (once) | STBG | 07/01/24 | 06/30/25 |
| 6 | Bay Trail Needs and O&M Assessment | Staff & Consultant (TBD) | Initiate procurement (once) | STBG | 07/01/24 | 06/30/25 |
| 7 | Bay Trail Equity Strategy (Phase III; Implementation Playbook) | Staff | Initiate procurement (once) | STBG | 07/01/24 | 06/30/25 |
| 8 | Bay Trail Technical Assistance | Staff | Provide local agency trail design and engineering assistance (as needed) | FHWA PL/ STBG | 07/01/24 | 06/30/25 |
| 9 | Regional Trails GIS Maintenance | Consultant (Alta Planning & Design) | Manage, maintain and provide QA/QC for Bay Trail navigational map and BTGCIP (ongoing) | 5% Transit Transfer | 07/01/24 | 06/30/25 |
| 10 | RM3 Quick Build Support | Consultant (Street Plans) | Provide technical design assistance for RM3 trail projects (as needed) | 2% Transit Transfer | 07/01/24 | 06/30/25 |
| 11 | Regional Trails Data Evaluation | Consultant (TBD) | Collect, evaluate and analyze user data on major regional trail corridors (Once) | 5% Transit Transfer | 7/01/24 | 7/01/25 |

| | | | | | | |
|----|--|------------------------------------|--|-----------------------------------|----------|----------|
| 12 | Bay Trail Block Grant #5 Administration | Staff | Close out grant contracts to partners for Bay Trail planning, design, and/or construction work. (ongoing) | Coastal Conservancy | 07/01/24 | 06/30/25 |
| 13 | Bay Trail Block Grant #6 Administration | Staff | Close out grant contracts to partners for Bay Trail planning, design, and/or construction work (once) | Coastal Conservancy | 07/01/24 | 06/30/25 |
| 14 | Strengthen Partnerships | Staff | Legislator Briefings, Corporate /Stakeholder, Relationships (ongoing) | 2% Transit Transfer | 07/01/24 | 06/30/25 |
| 15 | Continue to administer Bay Trail Non-Profit & provide organizational change management resources | Staff & Consultant (Potrero Group) | Clerical and administrative tasks (ongoing); organizational change management (as needed) | General Fund/ 2% Transit Transfer | 07/01/24 | 06/30/25 |
| 16 | Promote Awareness | Staff | Public education products, outreach, cartographic assistance, conference sponsorships, staff presentations, media strategy (ongoing) | General Fund | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- Finalize 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>
- Continue to develop the San Francisco Airport (SFO) Gap Study: <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-sfo-gap-study>
- Deliver tasks under Bay Trail Strategic Plan
- Deliver tasks under [Bay Trail Design Guidelines & Toolkit 2.0](#)

- Procure the Bay Trail Data Strategy, Bay Trail Needs Assessment and O&M Plan, Technical Assistance and Bay Trail Equity Strategy Implementation Playbook
- Continue to administer the Bay Trail Non-Profit while working toward a sustainable independent Bay Trail non-profit
- Secure funding for quick build improvement projects along major regional corridors
- Close out State Coastal Conservancy grants, specifically Block Grants #5 and #6
- Continue to provide trail planning and design technical assistance to local agencies, promote awareness and strengthen partnerships

G. Federal Planning Factors Addressed

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1128: Resilience and Hazards Planning

Project Managers: Michael Germeraad and Rachael Hartofelis

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|-------------------|
| Salaries | \$ 141,321 |
| Benefits | 60,061 |
| Indirect | 112,513 |
| Consultants | 35,000 |
| | |
| Total Expenses | \$ 348,895 |

| Revenues | FY 2024-25 Budget |
|-----------------------|-------------------|
| General Fund | \$ 348,895 |
| | |
| Total Revenues | \$ 348,895 |

Federal Share

0.00%

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

B. Project Description

The Bay Area faces many immediate environmental challenges: maintaining past successes in conserving ecosystems and public land while also addressing natural and climate hazards, most notably earthquakes, wildfires, extreme heat, landslides, floods and inundation due to sea level rise. At the same time, the Bay Area has many long-term environmental goals, as codified in Plan Bay Area 2050: reducing risks from hazards and expanding access to parks and open space, in particular. These issues and goals require a coordinated approach to address throughout the region.

Staff within the Regional Planning Program assist local governments and communities to protect the environment as well as plan for earthquakes, the effects of climate change, and other hazards. This is accomplished through research, planning and action. This work element comprises 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 2050.

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

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

- Provide resources for local governments to develop and implement hazard mitigation, climate adaptation, resilience, recovery and general plans.

C. Project Products

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

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

D. Previous Accomplishments and Links to Relevant Products

In fiscal year 2023-24, elements of the Sea Level Rise Adaptation Funding and Investment Framework were updated and integrated into the a list of local adaptation projects and costs to inform Plan Bay Area 2050+. See more information on the Framework here: <https://mtc.ca.gov/planning/resilience/sea-level-rise-adaptation-funding-investment-framework>.

In addition to incorporating sea level rise into Plan Bay Area 2050+ Strategy EN1: Adapt to Sea Level Rise, the remainder of the resilience and conservation strategies were updated to reflect implementation efforts. Updates to the Plan Bay Area 2050+ resilience and conservation strategies as well as needs and revenue were developed for the adopted Draft Blueprint. See more information on the strategy updates here: <https://mtc.legistar.com/gateway.aspx?M=F&ID=ebc9cb5a-ab9d-4bd2-bcb6-5c14cdba5a47.pdf>, and the needs and revenue updates here: <https://mtc.legistar.com/gateway.aspx?M=F&ID=62dcca13-05e2-4cab-b339-ce8889d330d1.pdf>.

Advancement of Strategy EN1: Adapt to Sea Level Rise has also proceeded with joint efforts with the Bay Conservation Development Commission and the Bay Area Regional Collaborative. MTC/ABAG staff have been actively engaged in a number of BCDC-led working groups related to the Bay Adapt Joint Platform and [Regional Shoreline Adaptation Plan](https://www.bayadapt.org/regional-shoreline-adaptation-plan/) (<https://www.bayadapt.org/regional-shoreline-adaptation-plan/>). MTC is also involved with the development of a [Memorandum of Understanding](https://mtc.legistar.com/gateway.aspx?M=F&ID=406b88cf-7833-407b-a29b-b42401bf89d3.pdf) (<https://mtc.legistar.com/gateway.aspx?M=F&ID=406b88cf-7833-407b-a29b-b42401bf89d3.pdf>) with other agencies to set clearer roles and responsibilities for funding sea level rise adaptation projects.

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|---|-------------------|--|--------------|------------|----------|
| 1 | Coordinate resilience efforts across regional agencies, including BARC and BCDC | Staff | - Coordination meetings - Memos (as appropriate) (Ongoing throughout year) | General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|---|-------|--|--------------|----------|----------|
| 2 | Refine a sea level rise Resilience Project List for inclusion into the Plan Bay Area 2050+ Final Blueprint | Staff | - Final project list - Memos - Map | General Fund | 07/01/24 | 09/01/24 |
| 3 | Create a final needs and revenue assessment for Environment Element of the Plan Bay Area 2050+ Final Blueprint | Staff | - Analysis results - Technical memos | General Fund | 07/01/24 | 09/01/24 |
| 4 | Revise strategies in the Environment Element for the Final Blueprint of Plan Bay Area 2050+ | Staff | - Memos - Presentations | General Fund | 07/01/24 | 09/30/24 |
| 5 | Develop implementation actions for Plan Bay Area 2050+ resilience and conservation strategies | Staff | - Memos | General Fund | 09/01/24 | 06/30/25 |
| 6 | Implement Plan Bay Area 2050 strategy EN2 through regional collaboration and local technical assistance efforts | Staff | - Coordination meetings - Guidance documents and website updates - Memos | General Fund | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- Finalize strategies for Plan Bay Area 2050+ Final Blueprint featured in the Environment Element.
- Develop implementation actions related to environmental strategies as part of Plan Bay Area 2050+ Implementation Plan.
- Finalize the Resilience Project List as part of the Plan Bay Area 2050+ Final Blueprint.
- Provide technical assistance to local government working to implement residential seismic retrofit and wildfire home hardening programs in alignment with Plan Bay Area 2050 strategy EN2.

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

- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1212: Performance Measurement and Monitoring

Project Manager: Elliot Huang

A. Budget

| Expenses | | FY 2024-25 Budget |
|-----------------------|-----------|-------------------|
| Salaries | \$ | 169,585 |
| Benefits | | 72,074 |
| Indirect | | 135,015 |
| Consultants | | 275,000 |
| | | |
| Total Expenses | \$ | 651,674 |

| Revenues | | FY 2024-25 Budget |
|--|--------|-------------------|
| Federal Highway Administration Planning (FHWA PL) (FY 2024-25) | | \$ 376,674 |
| <i>Toll Credit Match</i> | 43,204 | |
| General Fund | | 275,000 |
| | | |
| Total Revenues | | \$ 651,674 |

Federal Share

57.80%

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

Objectives

- Work with Bay Area partners and other stakeholders to identify performance measures related to transportation, land use, the environment, the economy, social equity and related issue areas for use in long-range planning and performance monitoring
- Disseminate important regional datasets through portals such as Vital Signs to track baseline indicators, increase access to data, and support the regional planning conversation
- Conduct performance assessments using a performance-based planning and programming framework to support programming decisions, including the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). See 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 RTP/SCS targets through performance monitoring data portals and reports
- Support regional decision-making on resource allocation by engaging with stakeholders through workshops and meetings to utilize analytical tools and frameworks for evaluating funding scenarios, and by establishing a consensus on investment priorities that directly contribute to achieving TPM targets.

- Document the regional Congestion Management Process (CMP)

Description

- Performance measurement and monitoring is a central component of recent federal surface transportation authorizations. While MTC has been involved in performance-based planning and programming for more than a decade, federal requirements initiated under MAP-21 and refined under subsequent surface transportation legislation continue to enhance and evolve the agency's performance work plan.
- MTC's general approach to target-setting for federal performance measures is to support state targets, opting to set regional targets where required by statute (e.g., CMAQ performance measures) or where state targets do not align with regional goals (e.g., safety performance measures). MTC considers a number of factors when setting targets, including historical data, the anticipated impacts of new or in-progress policies, projects, and programs throughout the region, and Commission direction. Targets aim to make ambitious but attainable progress toward advancing regional goals.
- MTC works closely with Caltrans throughout the regional and state target-setting and performance monitoring processes required under the federal Transportation Performance Management program. Regional targets and performance data are shared with Caltrans based on the performance cycle specified in the federal statute, with MTC providing updates on targets and performance annually for performance measures on a one-year update cycle (PM1) and every two years for performance measures on a four-year update cycle (PM2 and PM3). Additionally, MTC provides annual performance updates to Caltrans related to transit safety and transit state of good repair, two additional sets of performance measures administered by the Federal Transit Administration. Performance is reported through the sharing of MTC documentation (e.g., memos to the MTC Planning Committee) and the completion of Caltrans-provided forms requesting performance data and supplemental information such as the status of projects and programs related to performance areas.
- While previously included in State of the System reports, MTC rebooted its work in the field of performance monitoring through the Vital Signs initiative starting in 2015. This interactive online portal for performance tracking incorporates a broad range of regional issues, including transportation, land and people, the economy, the environment and equity. 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.

C. Project Products

- Staff will continue to set targets and report to Caltrans on regional progress toward targets, as mandated by federal regulations. This includes target-setting for road safety; transit safety; transit asset management; infrastructure condition; freight movement and economic vitality; system reliability; and environmental sustainability.
- Staff will continue to report on performance related to Congestion Management and Air Quality through Baseline Performance Period Progress Reports, Midpoint Performance Period Progress Reports, and Full Performance Period Progress Reports.
- Staff will continue to assess the performance of investments included in MTC's Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). See Work Element 1512 for additional information on performance-based programming in the TIP.
- Staff will continue to maintain the Vital Signs website, ensuring that the site's appearance, usability, functionality, and accessibility match modern web development best practices.
- Staff will continue to update data on the Vital Signs website to ensure that the content is timely and relevant for users.
- Staff will continue to update the regionwide Congestion Management Process documentation on the MTC website.

D. Previous Accomplishments and Links to Relevant Products

- MTC has produced performance reports for efforts such as Vital Signs, State of the System and the Congestion Management Process since the mid-1990s
- Performance Monitoring Reports (State of the System through 2009; Vital Signs from 2015 to present)
- TIP Performance Assessment Report, see WE 1512 (since 2018; most recently in 2022). More information here: <https://mtc.ca.gov/funding/transportation-improvement-program/2023-tip>
- STIP Performance Assessment (since 2002; most recently in 2023). More information at: <https://mtc.legistar.com/gateway.aspx?M=F&ID=935b65d2-4bc3-41c0-ad56-7234a50b800c.pdf>
- CMAQ Baseline and Full Performance Period Progress Reporting. Most recent (2022) reports available at: <https://mtc.ca.gov/planning/transportation/federal-performance-targets>
- Bay Area Congestion Management Process (since 1995; page on the MTC website summarizing the CMP completed in 2020). More information here: <https://mtc.ca.gov/planning/transportation/driving-congestion-environment/congestion-management-process>
- Federal Transportation Performance Monitoring Activities (ongoing since 2018). More information here: <https://www.vitalsigns.mtc.ca.gov/targets>, and here: <https://mtc.ca.gov/planning/transportation/federal-performance-targets>
- Updates and maintenance of the Vital Signs website at <https://www.vitalsigns.mtc.ca.gov/>

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|---|-------------------|---|----------------------|------------|----------|
| 1 | Staff will identify 2025 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 | 07/01/24 | 02/28/25 |
| 2 | Staff will identify 2025 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 | 07/01/24 | 04/30/25 |

| | | | | | | |
|---|---|---------------------------|---|----------------------|----------|----------|
| 3 | Staff will identify 2025 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 | 11/01/24 | 04/30/25 |
| 4 | Staff will identify 2025 federally-required performance targets for the new greenhouse gas emissions measure 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 | 07/01/24 | 08/31/24 |
| 5 | Staff will continue update to regionwide Congestion Management Process (CMP) documentation on MTC website | Staff | Webpage documenting the regional Congestion Management Process (CMP) and outcomes (ongoing) | FHWA PL/General Fund | 07/01/24 | 06/30/25 |
| 6 | Ongoing technical maintenance of Vital Signs website | Consultant (Peak Digital) | Vital Signs website and technical components (ongoing) | General Fund | 07/01/24 | 06/30/25 |
| 7 | Maintenance of indicators and data on Vital Signs website | Staff | Vital Signs website and underlying data (ongoing) | General Fund | 07/01/24 | 06/30/25 |
| 8 | Development of 2025 TIP Performance Report in compliance with federal reporting requirements | Staff | TIP Performance Report and working group or committee memo summarizing TIP performance | FHWA PL/General Fund | 07/01/24 | 12/30/24 |

| | | | | | | |
|----|---|-------|--|----------------------|----------|----------|
| 9 | Assess the performance of various Draft EIR alternatives for Plan Bay Area 2050+ | Staff | Memorandum with EIR alternatives performance results | FHWA PL/General Fund | 07/01/24 | 06/30/25 |
| 10 | Document performance activities for the Draft Plan Bay Area 2050+ supplemental report | Staff | Draft Plan Bay Area 2050+ supplemental report | FHWA PL/General Fund | 07/01/24 | 06/30/25 |
| 11 | Development of 2022-2025 CMAQ Mid-Period Performance Report | Staff | 2022-2025 CMAQ Mid-Period Performance Report | FHWA PL/General Fund | 07/01/24 | 10/01/24 |

F. Anticipated Future Activities (FY 2025-26)

- Staff will identify 2026 federally required road safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming
- Staff will identify 2026 federally required transit safety performance targets
- Staff will identify 2026 federally required state of good repair for transit asset targets
- Staff will continue to update and maintain the Vital Signs website
- Staff will continue to update and maintain the Congestion Management Process documentation
- Staff will assess the performance of various Final EIR alternatives for Plan Bay Area 2050+
- Staff will document performance activities for the Final Plan Bay Area 2050+ supplemental report

G. Federal Planning Factors Addressed

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Senate Bill 1 (SB1) Sustainable Communities Formula Funds Section

SB1 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 1310: Access and Mobility Planning and Programs

Project Manager: Drennen Shelton

A. Budget

| Expenses | | FY 2024-25 Budget |
|-----------------------|--|---------------------|
| Salaries | | \$ 177,996 |
| Benefits | | 75,649 |
| Indirect | | 141,711 |
| Consultants | | 1,525,000 |
| | | |
| Total Expenses | | \$ 1,920,356 |

| Revenues | | FY 2024-25 Budget |
|-----------------------|--|---------------------|
| Exchange Fund | | 1,500,000 |
| General Fund | | 420,356 |
| | | |
| Total Revenues | | \$ 1,920,356 |

Federal Share

0.00%

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

B. Project Description

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.
- Improve mobility in the region's Equity Priority Communities (EPCs), as identified in the region's long-range transportation plan. These communities are identified where there are multiple concentrations of transportation-disadvantaged populations, including concentrations of low-income and minority populations.
- 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 with the Lifeline Transportation Program or other programs.
- 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.
- Provide grants for capital and operating projects intended to improve mobility for low-income communities in the Bay Area through MTC's CARE Program.

Description

1. 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, and 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. Staff will update the Coordinated Plan in early 2024. Staff began the update process in Summer 2020. Activities to be completed during the FY will be implementation activities from the 2024 plan.

2. Equity Priority Communities (EPCs) and Community Based Transportation Program (CBTP)

Since 2001, MTC has identified communities (census tracts) that are currently or have historically been underserved by public institutions, terming these areas Equity Priority Communities (referred to as Communities of Concern until May 2021). These geographies are areas with a concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors is also used to identify these areas, such as people with disabilities, single-parent families, or seniors over seventy-five, among others. 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 will work closely with county transportation agencies (CTAs) to conduct community-based transportation planning activities in EPCs through a new round of grant funding to fund new or update outdated community-based transportation plans.

3. CARES Program

The Lifeline Transportation (LTP) program has traditionally been funded by a mix of federal and state funding sources including FTA Section 5307 Urbanized Area, a portion of which has been made available through the set aside through Lifeline set-aside in MTC's Transit Capital Priorities (TCP) Process and Criteria. Historically, MTC has programmed eligible projects by county transportation authorities (CTAs). During the last two cycles of funding (cycles 5 and 6 FY 2016-17 – FY 2019-20), MTC included participatory budgeting through the Community-Based Transportation Planning process. Staff will work closely with CTAs and other stakeholders to develop policy and funding guidelines for future cycles to fund the implementation of CBTPs, Coordinated Plan recommendations, and other equity-driven transportation initiatives. MTC will redesign the LTP, setting aside over \$8M in OBAG and REAP 2.0 funding to kick off the next phase of the program. The proposed program redesign includes funding for project technical assistance, participatory budgeting, and heightened community-based organization engagement.

4. 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-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.

C. Project Products

- Coordinated Public Transit-Human Services Transportation Plan: https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf
- Transformation Action Plan Accessibility Report
- Community-Based Transportation Plans, see complete list: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/community-based-transportation-plans-cbtps>
- Section 5310 program and regional list of applications

D. Previous Accomplishments and Links to Relevant Products

- Coordinated Public Transit-Human Services Transportation Plan Update (2018) and implementation activities
- Community-Based Transportation Plans (To date, nearly 50 Community-Based Transportation Plans have been produced in total. Since 2018, 15 plans have been produced, with three more currently underway as of January 2023.
- Program evaluation for the Community-Based Transportation Planning program, examining the efficacy of the planning process and the funding and implementation outcomes associated with projects recommended in those plans (This informed an update to the CBTP program guidelines in Spring 2022 and will continue to guide MTC's policy and programming work to further support these equity-advancing projects.)
- Program guidelines for Lifeline Transportation Program Cycles 1-6
- Coordination with Caltrans and the region's subrecipients for the FY 22 & 23 Cycle of Section 5310

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|--|-----------------------------|--|--------------------------------|------------|----------|
| 1 | Implementation of the 2024 Coordinated Public Transit-Human Services Transportation Plan | Staff and consultants (TBD) | Elements of the Coordinated Plan update | General Fund | 07/01/24 | 06/30/25 |
| 2 | Community-Based Transportation Plans | Staff | Oversee plans as implemented by CTAs and provide technical assistance (ongoing) | General Fund/ Exchange Fund | 07/01/24 | 06/30/25 |
| 3 | Support the implementation of strategies outlined in the Coordinated Public Transit-Human Services Transportation Plan | Staff | CARES Program, Section 5310 Program, and other projects implemented consistent with the Coordinated Plan | General Fund | 07/01/24 | 06/30/25 |
| 4 | Fund CARES projects | Staff | CARES Projects | General Fund | 07/01/24 | 06/30/25 |
| 5 | Submit reports and documents to FTA as required | Staff | FTA Quarterly Reports FTA Annual Service Report | General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|--|-------|--|--------------------------------|----------|----------|
| 6 | For incomplete Lifeline Cycle 3 projects, monitor subrecipients' compliance with federal requirements as applicable. For all Lifeline Cycles (1-5), monitor project status through CMAs. | Staff | Monitoring reports prepared as required | General Fund | 07/01/24 | 06/30/25 |
| 7 | Support implementation of FTA 5310 FY 2020-21 and FY 2022-23 programs | Staff | FTA 5310 FY 2020-21 Program of Projects FTA 5310 FY 2022-23 Program of Projects | General Fund | 07/01/24 | 06/30/25 |
| 8 | Develop and implement a pilot grant program for CBO compensation and/or participatory budgeting planning activities | Staff | Program guidelines and Program of projects | General Fund | 07/01/24 | 06/30/25 |
| 9 | Funding program for project implementation, technical assistance for project development and capacity building | Staff | Program Guidelines and Program of Projects | General Fund/ Exchange Fund | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- Support priority strategies identified in the Coordinated Public Transit — Human Services Transportation Plan (2024)
- New or updated CBTPs for communities identified as Equity Priority Communities (EPCs)
- Monitor ongoing Lifeline Projects and assistance to project sponsors, county program administrators, and grant recipients, and if any, process subrecipient invoices, quarterly reports and monitor for federal compliance.
- Develop funding guidelines for CBO compensation program, provide technical assistance to project sponsors, county program administrators, and recipients, and track best practice and outcomes.
- Submit reports and other documentation to Caltrans as required, provide technical assistance to 5310 project sponsors, and begin development of next 5310 cycle
- Continue to implement, oversee, and assess programs to advance the implementation of CBTPs

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

and freight.

- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning
- Strategic Highway Network
- Federal Land Management Agency (FLMA) Coordination

Work Element 1412: Transportation Conformity and Air Quality Planning

Project Manager: Harold Brazil

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|-------------------|
| Salaries | \$ 191,313 |
| Benefits | 81,308 |
| Indirect | 152,314 |
| | |
| Total Expenses | \$ 424,935 |

| Revenues | FY 2024-25 Budget |
|--|-------------------|
| Federal Highway Administration Planning (FHWA PL) (FY 2024-25) | \$ 355,824 |
| <i>Toll Credit Match</i> | 40,813 |
| Federal Highway Administration Planning (FHWA PL) (FY 2023-24) (Carryover) | 69,111 |
| <i>Toll Credit Match</i> | 7,927 |
| | |
| Total Revenues | \$ 424,935 |

Federal Share

100.00%

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

B. Project Description

Objectives

- 1) Integrate regional air quality and transportation planning to meet national ambient air quality standards and achieve the resulting public health benefits.
- 2) Demonstrate that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) prepared by MTC conform to the purpose of the State Implementation Plan (SIP) through a transportation conformity process required by the Clean Air Act Section 176(c) (42 U.S.C. 7506(c)).
- 3) Provide coordination among federal, state and local agencies for air quality planning purposes. The Air Quality Conformity Task Force provides this interagency consultation and meets monthly to discuss transportation conformity issues.
- 4) As needed, conduct air quality planning and policy analysis in response to federal and state air quality regulations.

Description

- 1) The transportation conformity process is intended to ensure that a federal nonattainment area will keep transportation-related emissions within the bounds needed to bring the state into compliance with the national ambient air quality standards and to advance the public health goals of the Clean Air Act. MTC is the agency responsible to conduct the conformity process in the San Francisco Bay Area nonattainment area and is required to forecast regional and localized emissions from transportation. These projections, in turn, are used to determine whether expected future pollution levels jeopardize the timely achievement of the federal standards. While the MTC is responsible for ensuring a conformity determination is made, the conformity process depends on federal, state, and local transportation and air quality agencies working together to meet the transportation conformity requirements.
- 2) In March 2008, EPA lowered the national 8-hour ozone standard from 80 ppb to 75 ppb. On March 12, 2009, California Air Resources Board (CARB) submitted its recommendations for area designations for the revised national 8-hour ozone standard and recommended that the Bay Area be designated as non-attainment for the national 8-hour ozone standard. EPA issued final designations by March 12, 2010, based on more up to date monitoring data.
- 3) On October 1, 2015, EPA strengthened the NAAQS for ground-level ozone to 70 ppb, based on extensive scientific evidence about ozone's effects on public health and welfare. In September 2016, CARB recommended to EPA that the San Francisco Bay Area be designated in nonattainment for the 70 ppb 2015 ozone NAAQS. EPA concurred with CARB's recommendation on April 30, 2018.
- 4) In 2006, the EPA revised the air quality standards for particle pollution. The 24-hour PM_{2.5} standard was strengthened by lowering the level from 65 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) to 35 $\mu\text{g}/\text{m}^3$. On December 14, 2009, EPA designated the Bay Area as non-attainment for the national 24-hour PM_{2.5} standard based upon violations of the standard over the three-year period from 2007 through 2009.
- 5) MTC's Resolution No. 3757 outlines procedures to be undertaken by MTC, U.S. Environmental Protection Agency (EPA), California Department of Transportation (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:

- a. 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.
- b. Coordinates with CARB on the development of its regional emissions analysis and prepares model assumptions and analysis for use by CARB.

C. Project Products

- 1) Participation in interagency consultation regarding transportation conformity, PM_{2.5} project-level conformity, and other air quality issues through the Transportation Air Quality Conformity Task Force. The Task Force meets monthly.
- 2) Work with Department project sponsors in developing and submitting PM_{2.5} Hot Spot Analysis Project Assessment forms for Transportation Air Quality Conformity Task Force consideration.
- 3) Participation with Caltrans (Sacramento), CARB, BAAQMD, and other state and federal agencies on state air quarterly planning issues as needed.
- 4) Provide VMT and related data for local communities to assist in conducting their climate planning activities.

D. Previous Accomplishments and Links to Relevant Products

- 1) U.S. EPA approval and promulgation of the revision to the San Francisco Bay Area portion of the California State Implementation Plan (SIP).
 - a. See: <https://www.govinfo.gov/content/pkg/FR-2023-12-28/pdf/2023-28494.pdf>
- 2) Attended FHWA Resource Center's PM hot-spot analysis 3-day training course which provided detailed, hands-on instruction on how to complete a quantitative PM hot-spot analysis in accordance with EPA's guidance. The course was geared towards California state and local agency staff who complete these analyses, as well as those who may be reviewing, approving, or otherwise assisting with hot-spot analyses. The course included class discussion and numerous hands-on exercises, including a hypothetical project as an example of a quantitative PM hot-spot analysis.
- 3) Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes
 - a. [https://mtc.ca.gov/sites/default/files/documents/2022-08/AQCTF_7_28_22_\(revised_7-26-22\)_0.pdf](https://mtc.ca.gov/sites/default/files/documents/2022-08/AQCTF_7_28_22_(revised_7-26-22)_0.pdf)
Thursday, July 27, 2023 – https://mtc.ca.gov/sites/default/files/documents/2023-07/AQCTF_Agenda_072723.pdf
 - b. https://mtc.ca.gov/sites/default/files/documents/2022-08/AQCTF_Agenda_Packet_8_25_22_0.pdf
Thursday, August 24, 2023 – https://mtc.ca.gov/sites/default/files/documents/2023-08/AQCTF_AGENDA_PACKET_8_24_23.pdf
 - c. https://mtc.ca.gov/sites/default/files/documents/2022-09/AQCTF_Agenda_Packet_9_22_22.pdf
Thursday, September 28, 2023 – https://mtc.ca.gov/sites/default/files/documents/2023-09/AQCTF_Agenda_Packet_9_28_23.pdf
 - d. https://mtc.ca.gov/sites/default/files/documents/2022-10/AQCTF_10_27_22.pdf Thursday, October 26, 2023 – https://mtc.ca.gov/sites/default/files/documents/2023-10/AQCTF_Agenda_Packet_10_26_23.pdf
 - e. https://mtc.ca.gov/sites/default/files/documents/2022-11/AQCTF_Agenda_Packet_12_1_22.pdf
Thursday, December 7, 2023 – https://mtc.ca.gov/sites/default/files/documents/2023-12/AQCTF_Agenda_Packet_12_7_23.pdf
- 4) VMT data for Santa Clara County communities (Year 2022 GHG Emission Inventory), cities of Livermore, Dublin and Piedmont to assist in conducting their climate planning programs, policies and work.

Please see: <http://capvmt.mtcanalytics.org/data>

- 5) Provided off-model EMFAC2021 emission rates for GHG emission calculations for Climate Program reduction strategies and projects included in Plan Bay Area 2050+.

Please see: <https://arb.ca.gov/emfac/emissions-inventory/879f0b1251972d038b04250a997a968cccd2600b>

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|-----------------|---|--------------------------|--|--------------------|-------------------|-----------------|
| 1 | Staff will conduct interagency consultation regarding transportation conformity, PM2.5 project-level conformity, and other air quality issues through MTC's Transportation Air Quality Conformity Task. The Task Force meets on a monthly basis, for PM2.5 project-level conformity interagency consultation needs. | Staff | Staff reports Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes (monthly) | FHWA PL | 07/01/24 | 06/30/25 |
| 2 | Staff will prepare transportation-air quality conformity analysis on RTP and TIP amendments, as needed. | Staff | Transportation conformity analysis for the 2025 TIP | FHWA PL | 07/01/24 | 06/30/25 |
| 3 | Staff will coordinate with the CARB on state air quality planning issues and emissions model development or update, as needed – specifically, update regional emission analyses according to EPA requirements. | Staff | Consultation meetings Technical memos Data Exchange (as needed) | FHWA PL | 07/01/24 | 06/30/25 |
| 4 | 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, Commercial vehicle VMT, Caltrans' PeMS traffic data | FHWA PL | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- 1) Continue to manage and staff the regional Air Quality Conformity Task Force.
- 2) Prepare draft and final Transportation-Air Quality Conformity Analysis for the 2025 TIP.
- 3) Continue to provide travel demand model data and GHG emission inventory calculation assistance and guidance for local community climate action planning development for cities in the region.

G. Federal Planning Factors Addressed

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DoD)
- Federal Land Management Agency (FLMA) Coordination

Work Element 1413: Climate Initiatives

Project Managers: Krute Singa and Therese Trivedi

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|----------------------|
| Salaries | \$ 710,164 |
| Benefits | 301,820 |
| Indirect | 565,396 |
| Consultants* | 28,744,000 |
| | |
| Total Expenses | \$ 30,321,380 |

* For FY 24-25, the consultant expenses are larger than previous fiscal years due to a larger number of planning grants anticipated to be awarded to local jurisdictions and transit agencies, particularly for the mobility hubs, parking and transportation electrification planning grants. MTC anticipates obtaining the E-76 and contracting with consultants to develop the awarded plans. These actions are to reduce the administrative tasks for grantees and get the projects started more quickly.

| Revenues | FY 2024-25 Budget |
|--|----------------------|
| Federal Highway Administration Planning (FHWA PL) (FY 2024-25) | \$ 675,544 |
| <i>Toll Credit Match</i> | 77,485 |
| Surface Transportation Block Grant (STBG) - New | 26,648,000 |
| <i>Toll Credit Match</i> | 3,056,526 |
| Surface Transportation Block Grant (STBG) (Toll Credit Match Required) | 2,997,836 |
| <i>Toll Credit Match</i> | 343,852 |
| | |
| Total Revenues | \$ 30,321,380 |

Federal Share

100.00%

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

B. Project Description

Transportation emissions, including GHG emissions and criteria pollutants, are expected to significantly affect the Bay Area's public health, air quality and transportation infrastructure through sea level rise and extreme weather. In the Bay Area, 40% of GHG emissions are due to the consumption of fossil fuel in the transportation sector, mostly from passenger cars and trucks. The transportation sector therefore needs to reduce the amount of vehicle miles traveled (VMT) to reduce the impact on public health and the environment.

The regional Climate Initiatives Program is part of Plan Bay Area 2050. Through MTC's four-year One Bay Area 3 Grant Program (FY23-FY26), MTC has approved an increased amount of funding to invest in Climate Initiatives

strategies. The funding amounts noted in Section A, Budget, reflect funding that will be programmed over a multi-year period. In FY 23-24 with the increased funding amounts, MTC will ramp up investments in several programs, including Mobility Hubs, transportation electrification and parking management, and will be assessing further investment in Targeted Transportation Alternatives. This suite of programs is intended to help accelerate progress on meeting the region's GHG reduction target, as well as reducing criteria pollutant emissions by reducing SOV travel.

C. Project Products

Regarding 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

Commuter Benefits Ordinance: <https://511.org/employers/commuter-benefits-program>

Staff continue to administer the program to bring employers into compliance. Staff are working with the Bay Area Air Quality Management District to implement enforcement procedures.

Staff developed the Interactive Employer Transportation Planning Handbook:

https://511.org/sites/default/files/pdfs/carpool/Interactive%20Employer%20Transportation%20Planning%20Handbook_20211026.pdf.

Staff conducted outreach to employers:

https://511.org/sites/default/files/pdfs/carpool/Interactive%20Employer%20Transportation%20Planning%20Handbook_20211026.pdf.

Staff conducted a new procurement and selected a Commuter Benefits Program Operations contractor as well as procured and implemented a new database platform (internal Salesforce program) and [employer web portal](https://www.cbpf.511.org/s/login/SelfRegister?locale=us) (<https://www.cbpf.511.org/s/login/SelfRegister?locale=us>)

Carsharing

Staff awarded four capital projects and three planning projects in June 2023 through a call for applications for the [Regional Mobility Hubs](https://abag.ca.gov/technical-assistance/mobility-hubs-pilot-projects) program, which incorporates carsharing pilot projects. 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 are close to getting their funding obligated. More information on the pilot projects can be found here: <https://abag.ca.gov/technical-assistance/mobility-hubs-pilot-projects>. Staff will be releasing another call for planning or construction projects in spring 2024 with an anticipated award in fall 2024. Mobility Hubs program information is found on MTC's website: <https://mtc.ca.gov/planning/transportation/mobility-hubs>.

Vanpool Incentives

MTC provided a \$500/month incentive to vanpools rented from Commute with Enterprise. The subsidized vanpool fleet grew 20% in FY23 and grew another 3% in the first half of FY24. To date, MTC has subsidized as many as 555 vanpools per month representing up to 5 million passenger miles reduced per month.

Targeted Transportation Alternatives

Staff completed a pilot program with good results on targeting audiences and creating personalized messaging. The final report will be available soon.

Trip Caps

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

Parking Policies and Programs

Staff awarded six capital and ten planning parking management grants June 2023. Staff will be releasing a parking management planning grant call in Spring 2024 with awards anticipated in Fall 2024. The grants seek to progress the policies included in the Parking Policy Playbook: <https://abag.ca.gov/technical-assistance/parking-policy-playbook>.

Transportation Electrification

Staff continued working on two main components of the transportation electrification program: EV Coordinating Council and a multi-part grant and technical assistance program.

[EV Coordinating Council](#): Staff collaborated with the Bay Area Air Quality Management District staff to create programming for the quarterly EV Coordinating Council meetings. The subject for the meetings are based on latest technology and best practices. This year's meetings focused on developing and implementing EV installation streamlining programs and provided an overview of the reliability of EV charging infrastructure in the Bay Area and sharing challenges and lessons learned. Staff also awarded a contract to help with the EV Coordinating Council meeting facilitation and content. Staff have selected a consultant and will be receiving approval from the Board to enter into a contract.

[Transportation Electrification grant and technical assistance program](#): Staff continued to coordinate with the Bay Area Air Quality Management District (Air District) on the Air District's electric vehicle charging infrastructure programs. In addition, staff developed a four-pronged funding program intended to fill gaps in funding for transportation electrification planning and charger implementation. The program includes charging infrastructure grants at transit stations, local jurisdiction fleet planning, county electrification planning and upgrading the bikeshare system to include additional e-bikes and electrified bike pods.

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|-----------------|-----------------------------|---|--|--------------------|-------------------|-----------------|
| 1 | 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) Staff led, with customer service support from consultant (ongoing) Salesforce system database platform and Salesforce based employer web portal established for employer registration. (Also includes necessary Salesforce licenses.) Marketing and promotional efforts conducted to increase employer registration. | STBG | 07/01/24 | 06/30/25 |
| 2 | Carsharing/ Mobility Hubs | Staff, local jurisdiction and consultants | Managing capital and planning grant awards for implementation of hub (MTC staff will provide awardees technical assistance with planning and design, evaluation and funding obligation procedures). MTC anticipates releasing another call for projects Spring 2024. | STBG | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|--|--|---|---------|----------|----------|
| 3 | Targeted Transportation Alternatives | Staff/Consultants | Use pilot program implementation results to determine broader regional implementation (staffed with support from consultant). The broader program will be developed over the fiscal year and will include summary of findings to executive staff and developing next steps. | FHWA PL | 07/01/24 | 06/30/25 |
| 4 | Trip Caps/ VMT Policy Technical Assistance | Staff | Determine role of MTC in transportation projects and VMT mitigation banks/exchanges. Continue participating in county mitigation program development through technical advisory groups | FHWA PL | 07/01/24 | 06/30/25 |
| 5 | Parking | Staff, local jurisdictions and consultants | Managing planning grant awards for implementation of hub (MTC staff will provide awardees technical assistance with planning and design, evaluation and funding obligation procedures). MTC anticipates releasing another call for projects Spring 2024. | STBG | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|--------------------------------|--|--|------|----------|----------|
| 6 | Transportation Electrification | Staff, local jurisdictions and consultants | EV Coordinating Council: Meeting agendas, presentations, materials (3-4 in all); Meeting minutes (3-4 in all) Transportation Electrification grant and technical assistance program: developing call for projects and managing capital and planning grant awards. | STBG | 07/01/24 | 06/30/25 |
|---|--------------------------------|--|--|------|----------|----------|

F. Anticipated Future Activities (FY 2025-26)

Continue to implement the Climate Initiatives Program. This will involve monitoring all planning and capital grants issued related to mobility hubs, parking and transportation electrification. Staff will also be engaging in planning and strategy work related to future transportation electrification and overall climate program activities going forward. Staff will continue to collaborate with the Bay Area Air Quality Management District on the EV Coordinating Council and the Spare the Air Youth 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 for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and state and local planned growth, housing, and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning.

Work Element 1511: Conduct Financial Analysis and Planning

Project Managers: Theresa Romell and Terence Lee

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|-------------------|
| Salaries | \$ 328,955 |
| Benefits | 139,806 |
| Indirect | 261,897 |
| | |
| Total Expenses | \$ 730,658 |

| Revenues | FY 2024-25 Budget |
|--|-------------------|
| Federal Highway Administration Planning (FHWA PL) (FY 2024-25) | \$ 251,383 |
| <i>Toll Credit Match</i> | 28,834 |
| Federal Transit Administration (FTA) 5303 (FY 2024-25) | 90,613 |
| <i>Toll Credit Match</i> | 10,393 |
| State Transit Assistance (STA) | 169,339 |
| General Fund | 219,323 |
| | |
| Total Revenues | \$ 730,658 |

Federal Share

46.81%

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 Plan Bay Area 2050+ (which serves as the RTP/SCS for the Bay Area) and other Commission initiatives.
- Provide financial analysis in support of the legislative program, including a possible ballot measure for transportation revenues in 2026.
- Provide revenue forecasting and needs assessment analysis in support of regional funding decisions and the adequate operation and maintenance of the regional transportation system.
- Provide detailed financial analysis and policy support to the Commission and Bay Area transit operators on the impacts of the COVID-19 pandemic on transportation revenues.
- Develop funding proposals to preserve transit operations/service following the COVID-19 pandemic and to support recovery.
- Evaluate financial projections and estimates for financial constraint of the Transportation Improvement Program (TIP) and RTP.

- Support the triennial audits required by the Transportation Development Act (TDA).

C. Project Products

- Develop as 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 the California Department of Transportation.
- 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) of the impacts of the COVID-19 impact on transportation revenue in the Bay Area.
- Provide financial analysis and support to deliver the recommendations of the Bay Area Transit Transformation Action Plan.
- Prepare financial analyses and scenario forecasts for transit operator Short Range Transit Plans focused on scenario planning for possible futures coming out of the pandemic, including financial capacity assessments for the TIP.
- Develop needs and shortfall projections in the long-range plan to maintain the existing system for transit operating, capital, and streets and roads.
- Develop annual fund estimate and distribution of transit operating revenues.
- Maintain and update the RTP financial element for highways, transit, local streets and roads, including multi-year projection of costs and revenues; the updated information is required to support related planning needs.
- Prepare project or corridor level financial capacity analyses to support financial planning, programming, or allocations activities, as required.
- Identify transportation financial techniques and opportunities appropriate for the Bay Area, and MTC's role in planning and implementing selected techniques.

D. Previous Accomplishments and Links to Relevant Products

- Developed the funding distribution for approximately \$4 billion in transit operations funding from the CARES Act, CRRSAA, and the American Rescue Plan in response to the COVID-19 pandemic:
 - MTC Resolution No. 4481, Revised – ARP Phase 2 Programming Recommendation: <http://mtc.legistar.com/gateway.aspx?M=F&ID=20cba554-5060-47f8-bcad-78839cd78626.pdf>
 - MTC Resolution No. 4420, Revised: <http://mtc.legistar.com/gateway.aspx?M=F&ID=37804afc-84d4-493b-8393-0133712e8bda.pdf>
- Developed Short Range Transit Plan guidelines and post- COVID-19 funding scenarios to facilitate Bay Area transit recovery planning: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6015444&GUID=3EFC8D64-DB27-4647-A8B9-BFBEB954691C>
- 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 Draft Transportation Revenue Forecast for Plan Bay Area 2050+: <https://mtc.legistar.com/gateway.aspx?M=F&ID=b3f57501-27cd-455d-b058-76df87815486.pdf>

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|---|-------------------|---|---------------------------------|------------|----------|
| 1 | Develop the FY 2024-25 annual fund estimate of transit operating revenues | Staff | Annual fund estimate (including memo and attachment with tables specific to each relevant fund source) and distribution for FY24-25 Transit Operating Revenues (once) | General Fund | 07/01/24 | 06/30/25 |
| 2 | Prepare financial elements of the Annual Report | Staff | MTC Annual Report: Financial Elements (once) | FHWA PL/ FTA 5303/ General Fund | 07/01/24 | 06/30/25 |
| 3 | Update financial planning forecasts for transit operations to support COVID-19 recovery | 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 | 07/01/24 | 06/30/25 |
| 4 | Transportation Improvement Program (TIP) financial constraint and capacity analyses | Staff | Financial Constraint for the 2025 TIP Update and seven amendments and Financial Capacity Analyses for the Final 2025 TIP Update | FHWA PL/ FTA 5303/ General Fund | 07/01/24 | 06/30/25 |
| 5 | Develop Short Range Transit Plan (S RTP) Revenue Scenario Forecasts and ridership/demand forecast scenarios | Staff | Guidance to all transit operators for the development of recovery focused service plans for the next five to ten years. | FHWA PL/ FTA 5303/ General Fund | 07/01/24 | 06/30/25 |
| 6 | Complete revenue forecast for the Long Range Regional Transportation Plan (Plan Bay Area 2050+) | Staff | Revenue forecast for the transportation element of Plan Bay Area 2050+ | General Fund | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- Completion of the annual Fund Estimate for FY2025-26.
- Analysis and engagement for annual federal appropriations.
- Develop the next programming cycle of STBG/CMAQ funds.
- Continue programming of FTA Formula (5307/5337/5339) funds to support state of good repair of the system.

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Data in Transportation Planning
- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DoD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)

Work Element 1512: Federal Programming, Monitoring and TIP Management

Project Manager: Mallory Atkinson/Craig Bosman

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|---------------------|
| Salaries | \$ 1,327,277 |
| Benefits | 564,093 |
| Indirect | 1,056,709 |
| | |
| Total Expenses | \$ 2,948,079 |

| Revenues | FY 2024-25 Budget |
|--|---------------------|
| Federal Transit Administration (FTA) 5303 (FY 2024-25) | \$ 427,652 |
| <i>Toll Credit Match</i> | 49,052 |
| Federal Highway Administration Planning (FHWA PL) (FY 2024-25) | 1,767,079 |
| <i>Toll Credit Match</i> | 202,684 |
| Surface Transportation Block Grant (STBG) (Toll Credit Match Required) | 414,669 |
| <i>Toll Credit Match</i> | 47,563 |
| General Fund | 338,679 |
| | |
| Total Revenues | \$ 2,948,079 |

Federal Share

88.51%

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

B. Project Description

As the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (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 Transportation Improvement Program (TIP) pursuant to applicable federal and state regulations and procedures, development and implementation of federal programs and policies to implement the RTP, and incorporation of federal performance-based planning and programming requirements.

In addition, MTC has programming responsibility for urbanized Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), large-urbanized area Carbon Reduction Program (CRP), and large-MPO Transportation Alternative Program (TAP). MTC works with partner agencies, including Caltrans, FHWA, FTA, EPA, County Transportation Agencies (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 the RTP.

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 RTP strategies led to the TIP investments that support various performance goal areas. While the RTP 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 the RTP, 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.

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 the RTP. 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 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, and the regional Core Capacity Challenge Grant Program.

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

- Development of the Final 2025 TIP Update
- Development of the Final Federal Performance Report for the 2025 TIP Update
- Revisions to the 2023 TIP and 2025 TIP
- Revisions to the STBG/CMAQ/CRP Program of Projects – FY2023-26
- Listing of Federally Obligated Projects
- Input of data into FHWA's CMAQ Emission Benefits database
- Annual Federal Obligation Plan
- FTA 5307/5337/5339 preliminary Program of Projects

- Sixty concurrence letters for FTA grants
- FTA 5311 Preliminary Programs of Projects
- Regional ATP (see Work Item 1515)

D. Previous Accomplishments and Links to Relevant Products

- Revisions to the 2023 TIP (20 revisions in Calendar Year 2023): <https://mtc.ca.gov/funding/transportation-improvement-program/2023-tip/2023-tip-revisions>
- Managed and implemented Federal STBG/CMAQ/CRP programs – \$151 million obligated FY 2022-23
- Developed, managed, and implemented Federal TAP/State Active Transportation Program (ATP) Large MPO Competitive program - (included under Work Element 1515)
- Monitored and facilitated delivery of Local HSIP program – \$7 million obligated FY 2022-23
- Monitored and facilitated invoicing of FHWA inactive obligations
- FY 2023-24 Annual Federal Obligation Plan (October 2023)
- FY 2022-23 Listing of Federally Obligated Projects (December 2023): <https://mtc.ca.gov/digital-library/5026124-mtc-fiscal-year-2022-23-annual-listing-obligated-projects>
- Input FY 2022-23 CMAQ emission benefits data to FHWA’s CMAQ database (December 2023)
- Processed multiple invoices for CTA Planning activities
- [FTA 5307/5337/5339](https://mtc.legistar.com/LegislationDetail.aspx?ID=5815426&GUID=02EF28CB-B6E4-4B53-B2F2-DD5486AB866D) (<https://mtc.legistar.com/LegislationDetail.aspx?ID=5815426&GUID=02EF28CB-B6E4-4B53-B2F2-DD5486AB866D>) – adopted FY 2021-22 through FY 2023-24 preliminary Program of Projects to reflect anticipated and final FTA apportionments (most recent revision as of OWP update was December 2023, <https://mtc.legistar.com/gateway.aspx?m=l&id=/matter.aspx?key=26512>) 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](https://mtc.legistar.com/LegislationDetail.aspx?ID=5546271&GUID=8F90A0D7-AD24-426F-98B6-C32BF6E05802) — adopted preliminary program for FY2021-22 through FY2022-23 (April 2022, <https://mtc.legistar.com/LegislationDetail.aspx?ID=5546271&GUID=8F90A0D7-AD24-426F-98B6-C32BF6E05802>) based on preliminary regional share of state apportionments allocated by Caltrans
- FTA 5310 – assisted Caltrans with implementation of FY 2018 & 2019 cycle and assisted Caltrans with development of FY 2020 and 2021 cycle (see Work Item 1310)
- [American Rescue Plan Act](http://mtc.legistar.com/gateway.aspx?M=F&ID=20cba554-5060-47f8-bcad-78839cd78626.pdf) – adopted Program of Projects for COVID relief funds distributed through FTA Section 5307 (most recent revision, <http://mtc.legistar.com/gateway.aspx?M=F&ID=20cba554-5060-47f8-bcad-78839cd78626.pdf>)

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|--|-------------------|---|-----------------------|------------|----------|
| 1 | Prepare fourteen revisions to Federal TIP23 CFR §450.326 (estimated) | Staff | TIP Amendments TIP Administrative Modifications Documentation (as needed) | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|--|-------|---|---------------------------|----------|----------|
| 2 | Develop the Final 2025 TIP Update, including the TIP Federal Performance Report 23 CFR §450.326 | Staff | Final 2025 TIP Final 2025 TIP Federal Performance Report (once) | FHWA PL/ General Fund | 07/01/24 | 12/30/24 |
| 3 | Continue implementation of federal performance requirements in TIP and other federal programming efforts 23 CFR §450.326(c)(d) | Staff | Linkage of investment priorities with performance targets (ongoing) | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |
| 4 | Conduct various TIP transportation investment analyses | Staff | Various TIP Investment Analyses (as needed) | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |
| 5 | Work with AQ Conformity Task force regarding TIP projects and programming 40 CFR §93 | Staff | Attend AQ conformity consultation meetings (monthly) Address AQ conformity in TIP (ongoing) Assist agencies with projects in TIP subject to AQ conformity (as needed) | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |
| 6 | Monitor federal programs to ensure financial constraint and consistency with TIP and RTP | Staff | Various Fund Program Status Reports (as needed) | FHWA PL / General Fund | 07/01/24 | 06/30/25 |
| 7 | Manage and implement STBG/CMAQ and CRP Programming CA S&H Code 182.6, 182.7 | Staff | STBG/CMAQ One Bay Area Grant (OBAG) and CRP Program (ongoing) | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |
| 8 | Manage and implement Federal TAP / State ATP Large MPO Competitive Program 23 USC § 213 (see also Work Item 1515) | Staff | TAP/ATP Cycle Program (ongoing) | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|----|--|-------|--|-----------------------------|----------|----------|
| 9 | Monitor and facilitate delivery of Repurposed Earmarks | Staff | Delivery of repurposed earmarks with obligation deadlines (as needed) | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |
| 10 | Monitor and facilitate invoicing of pending FHWA inactive obligations 23 USC § 630.106(5)(6) | Staff | FHWA inactive obligations reduction (quarterly and as needed) | FHWA PL/ STBG/ General Fund | 07/01/24 | 06/30/25 |
| 11 | Prepare and coordinate MTC's annual obligation plan for local federal-aid projects and monitor delivery CA S&H Code 182.6, 182.7 | Staff | Annual Obligation Plan and Annual Obligation Plan update (once for each) | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |
| 12 | Prepare annual listing of federally obligated projects 23 CFR §450.334 | Staff | Annual Listing of Federally Obligated Projects (once) | FHWA PL/ General Fund | 10/01/24 | 12/31/24 |
| 13 | Prepare annual update of the CMAQ emissions benefit database 23 USC §149.h | Staff | Annual Update of the CMAQ Emissions Benefit Database (once) | FHWA PL/ General Fund | 11/01/24 | 12/31/24 |
| 14 | Participate in various statewide federal programming and policy groups, including: California Federal Programming Group (CFPG), HBP, TCC, etc. | Staff | Various TIP procedural enhancements; various programming and policy outcomes (as needed) | FHWA PL/ STBG/ General Fund | 07/01/24 | 06/30/25 |
| 15 | Implement regional funding-delivery policy guidance for FHWA-administered funds | Staff | MTC Resolution 3606 Revised (as needed) | FHWA PL/ STBG/ General Fund | 07/01/4 | 06/30/25 |
| 16 | Engage in discussions for federal legislation implementation and reauthorization | Staff | Various policy and programming outcomes (as needed) | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |
| 17 | Continue to implement new IIJA/ BIL Act requirements as they are developed by FHWA and FTA | Staff | Various administrative and programmatic updates, TBD | FHWA PL/ General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|----|--|-------|--|---------------------------------|----------|----------|
| 18 | Revise preliminary FTA 5307/5337/5339 Programs of Projects as necessary 49 USC 5307, 5337 and 5339 | Staff | FTA Program of Projects (POP) TIP Amendments (as needed) | FHWA PL/ FTA 5303/ General Fund | 07/01/24 | 06/30/25 |
| 19 | Develop and revise preliminary FTA 5307/5337/5339 Programs of Projects | Staff | FTA Program of Projects (POP) TIP Amendments (as needed) | FHWA PL/ FTA 5303/ General Fund | 07/01/24 | 06/30/25 |
| 20 | Revise preliminary FTA 5307/5337/5339 Programs of Projects to reflect final apportionments 49 USC 5307, 5337 and 5339 Develop and revise preliminary FTA 5311 Program of Projects (POP) to reflect final apportionments 49 USC 5311 | Staff | FTA Program of Projects (POP) TIP Amendments (as needed) | FHWA PL/ FTA 5303/ General Fund | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- Develop Draft 2027 TIP Update
- Initiate development of next programming cycle of STP/CMAQ and CRP funds
- Initiate development of next programming cycle of FTA Formula (5307/5337/5339) funds

G. Federal Planning Factors Addressed

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1517: Transit Sustainability Planning

Project Managers: Terence Lee and Kara Vuicich

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|---------------------|
| Salaries | \$ 577,257 |
| Benefits | 245,334 |
| Indirect | 459,582 |
| Consultants | 1,290,000 |
| | |
| Total Expenses | \$ 2,572,173 |

| Revenues | FY 2024-25 Budget |
|--|---------------------|
| Federal Transit Administration (FTA) 5303 (FY 2024-25) | \$ 1,281,722 |
| <i>Toll Credit Match</i> | 147,014 |
| Federal Transit Administration (FTA) 5303 (FY 2022-23) (Carryover) | 157,085 |
| <i>Toll Credit Match</i> | 18,018 |
| Federal Highway Administration Planning (FHWA PL) (FY 2024-25) | 426,224 |
| <i>Toll Credit Match</i> | 48,888 |
| Surface Transportation Block Grant (STBG) (Toll Credit Match Required) | 538,678 |
| <i>Toll Credit Match</i> | 61,786 |
| State Transit Assistance (STA) | 56,446 |
| General Fund | 112,018 |
| | |
| Total Revenues | \$ 2,572,173 |

Federal Share

93.45%

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

B. Project Description

The Transit Sustainability Planning Work Element includes initiatives such as the Transit Sustainability Project (TSP) in 2012, Blue Ribbon Transit Recovery Task Force (2020-2021), operator transit plans, and the Transit 2050+ effort.

Under the 2012 TSP Initiative, transit priority investments emerged as new programs. The TPI program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. Since 2012, \$104 million has been programmed to 35 projects. Through this funding program, operators have completed projects that improve transit reliability, speed, and rider experience. This

program will evolve and continue through the Transit Transformation Action Plan (see below); an augmented transit priority program is included in Work Element 1621.

Short Range Transit Plans: Bay Area transit agencies regularly develop and update short-range plans to show operating and capital needs, service plans and budgets over a 10-year horizon. All transit agencies in the Bay Area are required to submit Short-Range Transit Plans (SRTPs) to MTC to comply with various Federal Transit Administration and Caltrans requirements. These are updated on a four-year cycle with the most recent update in 2022.

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. The resulting Transit Transformation 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.

Transit 2050+, an implementation action of the Blue-Ribbon Transit Transformation Action Plan and Plan Bay Area 2050, will explore network planning challenges in the diverse nine-county San Francisco Bay Area. Envisioned to be integrated into the minor update to Plan Bay Area 2050, known as Plan Bay Area 2050+, Transit 2050+ will develop the first transit modal plan within the broader regional plan context. Over the course of a three-year planning process, it will explore aspirational goals for the transit network and challenges experienced by riders today and in the future, and then delve into potential network improvements – both capital and operational – to create a more integrated customer-oriented experience. This work will be undertaken with close collaboration of regional and local transit partners, as well as stakeholder organizations, with input at key junctures from the general public.

Implementation of other actions identified in the Transit Transformation Action Plan (2021) by the Blue Ribbon Transit Recovery Task Force are described under the Transit Regional Network Management Work Element (1621).

C. Project Products

- Semi-annual TPI program reports
- Operator Short Range Transit Plans
- Low Carbon Transit Operations Program Annual Programming
- Transit 2050+ (formerly known as the Connected Network Plan)

D. Previous Accomplishments and Links to Relevant Products

- TSP Project recommendations adopted in May 2012: <https://mtc.ca.gov/tools-resources/digital-library/tsp-may23-commissionpdf>
- TPI Project implementation commenced in June 2012 and is ongoing. Latest semi-annual update: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6509803&GUID=DC6C7013-495D-4A09-9B36-729318A0ED80&Options=&Search=>
 - Rounds 1-4 TPI Incentive grants awarded in January 2013 – May 2016.
 - Round 1-3 TPI grants were awarded in September 2014 – January 2017.
 - Beginning in 2017, annually funded TPI projects through the Low Carbon Transit Operations Program (LCTOP).
- Studies
 - Completed Phase I of the Tri-City Transit Study - and transitioned potential Phase II work to Alameda CTC per project Policy Advisory Committee direction.

- Finalized AC Transit/BART Inner East Bay Fare Discount Pilot Study in Spring 2017.
- Finalized SMART bus integration and station access improvements study in Spring 2017.
- Sonoma County TIES Study in November 2019: https://scta.ca.gov/wp-content/uploads/2020/05/TIES-Final-Report_11.4.19.pdf
- Initiated the Transit Use Study with UCLA in Fall 2018: <https://www.its.ucla.edu/2020/02/26/ucla-unveils-bay-area-transit-ridership-study/>
- Initiated the Southern Alameda Integrated Rail Analysis, Fall 2018: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/southern-alameda-county-integrated-rail-analysis-soco-rail-study>
- Crossing Study to be finalized in Fall 2019: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-crossings-studies>
- Southern Alameda County Integrated Rail Study to be completed by June 2023: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/southern-alameda-county-integrated-rail-analysis-soco-rail-study>
- Five Year Large Operator TSP Performance Metric Assessment Update (Programming and Allocations Committee, February 2019): <https://mtc.legistar.com/LegislationDetail.aspx?ID=5025377&GUID=B7D38EC8-E9D3-45F3-B4D9-1B3C8B12769D&Options=&Search=>
- Adopted a TSP Performance Metrics policy for Small and Medium Transit Operators, Resolution No. 4321, February 2019: https://mtc.ca.gov/sites/default/files/MTC_ResNo_4321_STA_Pop-Based_Funds.pdf
- Convening of Blue Ribbon Transit Recovery Task Force (2021): <https://mtc.ca.gov/about-mtc/committees/interagency-committees/blue-ribbon-transit-recovery-task-force>
- Completion and adoption of the Transit Transformation Action Plan (2021): <https://mtc.ca.gov/TransitActionPlan>
- Completion of the Fare Coordination and Integration Study Draft Business Case (2021): <https://mtc.ca.gov/digital-library/5021066-bay-area-fare-coordination-and-integration-study-draft-business-case>
- Endorsement of the Fare Coordination/Integration Policy Vision Statement (2021): <https://mtc.ca.gov/digital-library/5024622-endorsement-fare-coordinationintegration-policy-vision-statement>
- Implementation of priority actions, including:
 - Clipper BayPass pilot program – Phase 1 launched August 2020. Phase 2 launched December 2023.
 - Development of draft no-cost and reduced cost interagency transfer pilot policy
- Completion of initial tasks for Transit 2050+ (formerly known as the Connected Network Plan), including:
 - Draft network definition and goals and objectives to identify goals, desired outcomes, and an initial network framework for Transit 2050+/connected network planning.
 - Selection and onboarding of consultant team.
 - Analysis of existing conditions for transit orientation, transit service levels, and travel demand. Comparison of estimated transit service needs to existing service to identify potential service gaps. Assessment of existing project list to identify potential new project concepts for transit service that may be needed to address transit service gaps.
 - Transit 2050+ Project Performance Assessment and Draft Network Development which includes a benefit cost assessment of major transit projects (with capital and operating costs of \$250M or more). Using the results of the Project Performance Assessment and other factors, a preliminary draft network concept will be developed that includes strategies and investments for improving transit service and the customer experience on transit.
- Short-Range Transit Plan Updates: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/short-range-transit-plans-srtp>
- Ongoing Annual Transit Operator Performance Metric Review: Given the COVID-19 pandemic's impacts on transit operations, MTC staff waived the reporting/collection of traditional performance metrics in favor of working with operators on Short Range Transit Planning and on transit recovery through the Blue-Ribbon Transit Recovery Task Force (links to relevant materials provided above).

- FY 19/20 – fund source number 2211
 - Staff time for initiation and completion of Crossings Study, including scope development, consultant procurement, and project management, oversight, and review of deliverables: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-crossings-studies>
 - Staff time for initiation of Southern Alameda County Integrated Rail Analysis, including scope development, consultant procurement and kick-off, and project management, oversight, and review of deliverables for initial phases of work.
 - Development of the Short-Term Transit Financial Plan (Awaiting approval from the California State Transportation Agency).

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|--|-------------------|---|-----------------------------------|------------|----------|
| 1 | Continue monitoring of Transit Performance Initiative programs (Investment and Incentive Program) to support a robust transit system in the Bay Area region. | Staff | Semi-annual reports to the Commission (two) | FHWA PL/ FTA 5303/I/ General Fund | 07/01/24 | 06/30/25 |
| 2 | Transit Agency performance and financial sustainability. | Staff | Inputs to Funding Advocacy Program and Strategies | FHWA PL/ FTA 5303/ | 07/01/24 | 06/30/25 |
| 3 | Facilitate the development of Short-Range Transit Plans (SRTPs) for transit operators. | Staff | Reports of 10-year transit operator capital and operating budgets, plans, and programs for selected operators (as needed) | FHWA PL/ FTA 5303/STA | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|--|-------------------------------------|--|---------------------------------|----------|----------|
| 4 | Transit 2050+ network performance assessment and development of a Recommended Transit Network for incorporation into Plan Bay Area 2050+ | Staff and Consultant (Fehr & Peers) | The regional travel model will be used to forecast how well the draft network performs against the goals and outcomes for Transit 2050+. This information combined with feedback from the public and other partner agencies and stakeholders will be used to develop the Recommended Network Concept for incorporation into the Plan Bay Area 2050+ Final Blueprint. | FHWA PL/ FTA 5303/ General Fund | 7/01/24 | 9/30/24 |
| 5 | Transit 2050+ integration into Plan Bay Area 2050+ Final Blueprint | Staff and Consultant (Fehr & Peers) | The Transit 2050+ Recommended Transit Network will be incorporated into the Plan Bay Area 2050+ Final Blueprint. | FHWA PL/ FTA 5303/ General Fund | 10/01/24 | 12/31/24 |
| 6 | Transit 2050+ Supplemental Report | Staff and Consultant (Fehr & Peers) | The Transit 2050+ Supplemental Report will document the process used to develop the Recommended Transit Network and document considerations for Plan Bay Area 2060. | FHWA PL/ FTA 5303/ General Fund | 11/01/24 | 06/30/25 |

| | | | | | | |
|---|---|--------------------------|--|-------------------------------|----------|----------|
| 7 | Continue to program/ fund TPI-like projects through Cap-and-Trade Low Carbon Transit Operations Program funding on an annual basis and OBAG in future years. LCTOP program approval of TPI projects by Commission TPI Call for projects | Staff | LCTOP program approval of TPI projects by Commission TPI Call for projects (as needed) | STA/ General Fund | 07/01/23 | 06/30/25 |
| 8 | Support and participate in the development of a business plan for Diridon Station, which will be used to guide key next steps in the project | Staff/ Agency (Caltrain) | Funding agreement Project Deliverables (memos, presentations) | STBG | 11/01/22 | 06/30/25 |
| 9 | Regional Zero Emissions Fleet Strategy | Consultant (TBD) | Project Deliverables (memos, presentations) | FTA 5303/ STBG / General Fund | 11/01/23 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- Continual planning for the TPI program and the Annual LCTOP programming for TPI projects.
- Continue supporting Transit Recovery and Improvement efforts
- Completion of Transit 2050+ and adoption of Plan Bay Area 2050+

G. Federal Planning Factors Addressed

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future

- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DoD)
- Federal Land Management Agency (FLMA) Coordination

Work Element 1522: SFMTA Muni Metro Modernization Planning Study

Project Manager: Krute Singa

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|---------------------|
| Consultants | \$ 1,200,000 |
| | |
| Total Expenses | \$ 1,200,000 |

| Revenues | FY 2024-25 Budget |
|--|---------------------|
| Federal Transit Administration (FTA) 5304 (FY 2022-23) (Carryover) | \$ 500,000 |
| SFMTA Local Funding (Local Match for SFMTA) | 700,000 |
| | |
| Total Revenues | \$ 1,200,000 |

Federal Share

41.67%

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 SFMTA's Muni Metro light-rail system is the second busiest light-rail system in the country with almost 170,000 daily riders (pre-COVID). The system is critical to providing mobility and accessibility to support San Francisco's dense transit-oriented land uses. Yet the system is plagued by growing and aging pains resulting in frequent crowding and slow unreliable service. Building on critical investments already underway to improve State of Good Repair and begin modernizing the train control system, the Muni Metro Modernization Planning Study will identify a package of projects to provide much-needed capacity and reliability improvements for Muni Metro. Together, selected strategies will provide Muni rail customers with faster, longer trains, providing a quality of service that can be relied upon. The outcome of the Study will be a package of projects to pursue that would be eligible and competitive for a Federal Transit Administration (FTA) Core Capacity Capital Investment Grant and further definition of investments along key surface segments of the Metro rail system with a focus on the M-line between West Portal and San Francisco State University.

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

University, readying the project for a focused community outreach process that would follow completion of grant activities.

The Muni Metro Modernization Planning Study will:

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

C. Project Products

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

D. Previous Accomplishments and Links to Relevant Products

- Executed consultant task order
- Held 2 stakeholder working group meetings, outreach plan draft, presentation to advocacy group
- Continued internal and interagency coordination, continued strategy research/ analysis with focus on N Judah
- Tested representative scenarios for further development for capacity evaluation
- Documented interdependencies and risks, evaluated capacity strategies based on research, and technical investigations into critical dependencies and risk
- 2014 SFCTA 19th Avenue Transit Study: https://www.sfmta.com/sites/default/files/projects/19thAve_final_report.pdf
- 2016 Draft Rail Capacity Study: <https://www.sfmta.com/reports/sfmta-rail-capacity-strategy>
- 2016 Muni Subway Expansion Project: <https://www.sfmta.com/projects/muni-subway-expansion-project>
- 2017 Core Capacity Transit Study: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/core-capacity-transit-study-ccts>
- ConnectSF: Available at <https://connectsf.org/about/resources-and-media/>
 - ConnectSF Transit Outreach Strategy Reports (2019-2021)
 - ConnectSF Transit Strategy
 - Statement of Needs Final Report
 - ConnectSF Vision
 - ConnectSF Subway Vision
 - ConnectSF Futures Primer

E. Work Plan (FY 24-25)

| Task No. | Activity | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|--|-------------------------|--|---|------------|----------|
| 1 | Quarterly Invoicing, Progress Reports and Project Management | Staff | Quarterly Project Reports, Invoices, other compliance documentation as needed | FTA 5304/ SFMTA Local Funding (San Francisco Proposition K) | 07/01/23 | 06/30/24 |
| 2 | Outreach and stakeholder involvement | SFMTA, SFMTA Consultant | Outreach plan, outreach summary | FTA 5304/ SFMTA Local Funding (San Francisco Proposition K) | 07/01/23 | 06/30/24 |
| 3 | Strategy identification, research/integration | SFMTA, SFMTA Consultant | Stakeholder meetings, strategy research/ analysis, summary technical memo | FTA 5304/ SFMTA Local Funding (San Francisco Proposition K) | 07/01/23 | 08/31/23 |
| 4 | Strategy capacity evaluation | SFMTA, SFMTA Consultant | Strategy capacity evaluation – documentation of results | FTA 5304/ SFMTA Local Funding (San Francisco Proposition K) | 07/01/23 | 10/31/23 |
| 5 | Feasible initial investments by corridor (M Ocean View surface optimization concept development) | SFMTA, SFMTA Consultant | Documentation of initial feasible concepts by corridor with narrative, visuals, and concept-level cost estimates | FTA 5304/ SFMTA Local Funding (San Francisco Proposition K) | 11/01/23 | 06/30/24 |

| | | | | | | |
|---|-------------------------------------|-------------------------|--|---|----------|----------|
| 6 | Funding and implementation strategy | SFMTA, SFMTA Consultant | Documentation of funding and implementation strategy | FTA 5304/ SFMTA Local Funding (San Francisco Proposition K) | 05/01/24 | 06/30/24 |
|---|-------------------------------------|-------------------------|--|---|----------|----------|

F. Anticipated Future Activities (FY 2025-26)

| Task No. | Activity | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|--|-------------------------|---|---|------------|----------|
| 1 | Quarterly Invoicing, Progress Reports and Project Management | Staff | Quarterly Project Reports, Invoices, other compliance documentation as needed | FTA 5304/ SFMTA Local Funding (San Francisco Proposition K) | Ongoing | 02/28/25 |
| 2 | Outreach and stakeholder involvement | SFMTA, SFMTA Consultant | Outreach plan, outreach summary | FTA 5304/ SFMTA Local Funding (San Francisco Proposition K) | Ongoing | 02/28/25 |
| 3 | Funding and implementation strategy | SFMTA, SFMTA Consultant | Documentation of funding and implementation strategy | FTA 5304/ SFMTA Local Funding (San Francisco Proposition K) | Ongoing | 09/30/24 |
| 4 | Study Findings Report | SFMTA, SFMTA Consultant | Draft and Final Findings Report | FTA 5304/ SFMTA Local Funding (San Francisco Proposition K) | 07/01/24 | 01/31/25 |

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

H. Federal Planning Emphasis Areas Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Work Element 1611: Regional Growth Framework Planning and Implementation

Project Manager: Cheryl Chi

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|----------------------|
| Salaries | \$ 981,147 |
| Benefits | 416,985 |
| Indirect | 781,138 |
| Consultants | 48,500,000 |
| | |
| Total Expenses | \$ 50,679,270 |

| Revenues | FY 2024-25 Budget |
|---|----------------------|
| Federal Highway Administration Planning (FHWA PL) (FY 2024-25) | \$ 778,638 |
| <i>Toll Credit Match</i> | 89,310 |
| Federal Transit Administration (FTA) 5303 (FY 2024-25) | 74,638 |
| <i>Toll Credit Match</i> | 8,561 |
| Surface Transportation Block Grant (STBG) - New | 16,500,000 |
| <i>Toll Credit Match</i> | 1,892,550 |
| Surface Transportation Block Grant (STBG) (Toll Credit Match Required) | 9,426,140 |
| <i>Toll Credit Match</i> | 1,081,178 |
| Surface Transportation Block Grant (STBG) (Local Match Required) | 20,109,000 |
| <i>Local Match - General Fund</i> | 2,605,334 |
| Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2024-25) | 1,221,868 |
| <i>Local Match - General Fund</i> | 158,306 |
| Exchange Fund | 2,420,196 |
| General Fund | (2,614,850) |
| | |
| Total Revenues | \$ 50,679,270 |

Federal Share

92.52%

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

B. Project Description

MTC has established a nationally recognized Regional Growth Framework (<https://mtc.ca.gov/planning/land-use>) to integrate land use more efficiently and effectively with transportation investments and has continued to refine it through three iterations of Plan Bay Area, the region's long-range transportation plan (2008-2023). The Regional Growth Framework is a centerpiece of Plan Bay Area 2050 (<https://www.planbayarea.org/finalplan2050>), the

regional plan for transportation, housing, economic development and environmental resilience, which serves as the Regional Transportation Plan and Sustainable Communities Strategy. 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 made up of a network of Growth Geographies, areas where future growth in housing and jobs would be focused (see: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6466598&GUID=616C85A7-6353-4D09-A761-6ED1332A38DC><https://mtc.legistar.com/LegislationDetail.aspx?ID=6466598&GUID=616C85A7-6353-4D09-A761-6ED1332A38DC>).

The Growth Geographies include Priority Development Areas (PDAs) (<https://mtc.ca.gov/planning/land-use/priority-development-areas-pdas>), Priority Production Areas (PPAs) (<https://mtc.ca.gov/planning/land-use/priority-production-areas-ppas>), as well as complementary Priority Conservation Areas (PCAs) (<https://abag.ca.gov/our-work/land-use/pca-priority-conservation-areas>), selected to maximize the effectiveness of transportation investments funded through the plan, protect and enhance the environment, increase economic competitiveness and directly benefit the region's transportation system performance. PCAs complement the Growth Geographies and are locations designated for the protection of natural habitats and the preservation of open space.

Implementation initiatives identified in Plan Bay Area and carried out over the past few years have strengthened the Regional Growth Framework. Two key initiatives were more recently established to better connect the plan's regional-scale vision to local land use and investment decisions. The first, the [Transit Oriented Communities \(TOC\) Policy](https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy) (<https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy>) updates and expands upon the 2005 [Transit Oriented Development Policy](https://mtc.ca.gov/sites/default/files/Resolution%203434%20TOD_policy.pdf) (https://mtc.ca.gov/sites/default/files/Resolution 3434 TOD_policy.pdf). It establishes planning standards for areas around transit stations receiving significant public investment through the RTP and other regional discretionary programs to optimize the effectiveness of these investments. The TOC Policy has four focus areas: 1) land use density, 2) affordable housing, 3) parking management, and 4) complete streets/multimodal access to implement Plan Bay Area 2050 strategies.

The second initiative, the [Priority Sites Program](https://mtc.ca.gov/planning/land-use/priority-sites) (<https://mtc.ca.gov/planning/land-use/priority-sites>), 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. Priority Sites are a key pilot project alongside Priority Production Areas, which seek to expand economic opportunity, particularly in communities with limited access to jobs and historic marginalization, while also increasing the efficacy of net-zero emissions technologies and reducing the need for lengthy commutes in single-occupancy vehicles, in the process reducing the air pollution burden.

The funding amounts noted in Section A, Budget, reflect funding that will be programmed over a multi-year period. In FY 2024-25, MTC will continue to administer prior investments and release new funding for Priority Development Areas (Task 1), continue to implement the Transit Oriented Communities Policy (Task 2), and pursue pilot programs, including Priority Sites and Priority Production Areas (Task 3). These funds will be used to assist local jurisdictions to realize the forecasted development pattern of Plan Bay Area 2050, which includes more growth geography areas than in former plans, and to ensure that the update to Plan Bay Area 2050 is shaped by the lessons learned from these implementation activities. These tasks will be complemented by carrying out updates to the Priority Conservation Area program and making new resources available to applicants (Task 4).

In FY 2024-25, the Regional Growth Framework Planning and Implementation Program focuses on four areas:

- 1) **Priority Development Area (PDA) Program** implements the Plan Bay Area 2050's Regional Growth Framework by supporting jurisdictions to plan for transit-supportive land uses near transit stations and along transit corridors, aka in PDAs or Transit-Rich Areas (TRA). Funding is provided to local

jurisdictions to support specific plans, station area plans, and technical assistance to implement TOC policies. Technical assistance provide support for specific targeted strategies such as land use density, parking, complete streets, pedestrian and cyclist safety, equity, multimodal circulation and access—spurring ridership, improving system performance and safety, expanding access to opportunity, advancing equity and reducing the need for single-occupancy vehicles. A Call for projects will be issued in mid-2024 with awards in the fall to augment the existing program (currently comprised of a portfolio of roughly 30 Planning and Technical Assistance Grants) and enable MTC to support an additional 10-15 local plans and technical assistance projects over the next four years. MTC will continue to oversee existing grants as well as enter into contracts with local agencies or procure consultant support for the project approved earlier in the fiscal year.

- 2) **Transit-Oriented Communities (TOC) Policy Implementation** focuses on policy alignment through review and verification of documentation of compliance submitted by local governments subject to the policy. Key activities during FY 2024-25 will include technical support for local governments submitting compliance documentation, refining documentation processes based on input from local governments, and verifying submitted documentation for compliance with the TOC policy. Over 100 meetings with local jurisdiction to educate and assess their TOC policy conformance are anticipated. As part of the stakeholder engagement process, MTC staff will analyze any potential coordination opportunities with Federal Land Management Agencies if the policy is applicable to any federal land. For more information about the TOC policy, see: <https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy>.
- 3) **Regional Studies & Pilot Programs** respond to challenges and opportunities related to elements of the Regional Growth Framework. Priority Production Areas (PPAs) are key industrial lands to be retained and invested in to achieve a better jobs-housing balance. and the recently adopted Priority Sites. These innovative pilot projects and policies will be assessed and potentially replicated regionwide to accelerate implementation of Plan Bay Area 2050. In FY 2024-25, the focus will be ongoing administration of two pilot programs to deliver technical assistance. Staff will engage in project oversight and administration of four PPA pilot projects over the fiscal year. PPA projects were approved in late FY 2022-23. The last year has focused on contracting and procurement.

In the case of Priority Sites, following approval of projects in late FY 2023-24, staff will oversee technical assistance and other support for eight projects in locations primed for equitable transit-oriented development in the Bay Area. Contingent on the availability of additional non-federal dollars, up to 27 Priority Site projects could receive funding. In FY 2024-25, MTC will enter into contracts with grantees and/or procure consultants and the proposed projects will begin implementation. The lessons learned from these pilot efforts will help inform the next RTP/SCS, and, if successful, create the foundation for additional future partnerships and investments, such as coordination with the recently created Bay Area Housing Finance Authority (BAHFA).

- 4) **Priority Conservation Area (PCA) Program** includes the management of existing and upcoming grants to projects in PCAs that implement Plan Bay Area 2050 (e.g., completion of portions of the San Francisco Bay Trail) and completion of a collaborative initiative to update the program. Consistent with Plan Bay Area 2050's implementation plan and building on the PCA Refresh Final Report (anticipated Spring 2024), staff will work with local partners to implement the reforms for the PCA Framework. This effort will include a phase to amend existing PCAs and open a call for new PCA nominations. The updated PCAs will be referenced in the Plan Bay Area 2050+ Implementation Plan and will be used in future regional plan updates. Two rounds of PCA funding totaling \$16.5 M will be issued, with an initial funding round for currently designated PCAs and a second round that will be informed by the findings of the PCA Refresh Final Report. Initial outreach and the first step of the application process has started for the first round of project with approval scheduled in late 2024. Information about the grant program can be found here: <https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants>

C. Project Products

PDA

1. Complete plans (e.g., Station Area Plans, Specific Plans) underway and complete agreements for PDA grants awarded in 2021 and June 2023 Guidance Resources (e.g., model zoning and policy language to comply with TOC policy)
2. Adopt program of projects from Call for Projects

TOC

1. Data collected to assess compliance with TOC policy
2. Meetings with stakeholders related to TOC policy
3. TOC Administrative Guidelines update
4. Regional Studies and Pilot Programs
5. Complete deliverables for PPA projects (e.g., assessment of infrastructure needs of industrial Sites) Agreements or Contracts for Priority Production Area Pilot projects

PCA

1. Complete PCA Grants
2. Adopt program of projects for PCA Round 1 grants
3. Update PCA Designations and Dataset
4. Release and approve Round II PCA grants

D. Previous Accomplishments and Links to Relevant Products

Priority Development Area Program

- Awarded more than 120 PDA/Station Area planning and Technical Assistance grants (<https://mtc.ca.gov/funding/funding-opportunities/priority-development-area-pda-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 the RTP's forecasted growth pattern, supported by parking, TDM, and connectivity strategies to enhance mobility in these areas (2007-2023).
- Examples of recently completed plans:
 - Lindenville Specific Plan in South San Francisco (<https://shapessf.com/plan-lindenville/>) adopted in September 2023.
 - Micromobility Feasibility Study in Hayward and adoption of short- and long-term program in October 2023: <https://hayward.legistar.com/LegislationDetail.aspx?ID=6380906&GUID=2C752C4E-11AA-4ADD-B7CE-45ADF351E25F>
- Completed work to shift the transportation impact review process from Level of Service (LOS) to Vehicle Miles Traveled (VMT). We convened more than 50 webinars and forums and disseminated resource materials, including in FY 2022-23 step-by-step guidance for implementing California's Vehicle Miles Travelled transportation analysis standards (<https://mtc.ca.gov/planning/transportation/driving-congestion-environment/sb-743-los-vmt-transition>), advancing transit-oriented development on publicly owned lands (<https://abag.ca.gov/technical-assistance/public-lands-playbook>, July 2022).
- Updated the Growth Geographies (i.e. areas targeted for growth), including PDAs, as part of the development of Plan Bay 2050+ (<https://mtc.legistar.com/LegislationDetail.aspx?ID=6466598&GUID=616C85A7-6353-4D09-A761-6ED1332A38DC>).

Transit Oriented Communities (TOC) Policy Implementation

Adopted the TOC Policy in 2022 (<https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy>) and updated the policy in October 2023 (<https://mtc.legistar.com/gateway.aspx?m=l&id=/matter.aspx?key=26287>) to clarify application to allocations of capital funding to transit extension projects. Work on the administrative

guidelines is ongoing and will continue to be refined based on engagement with jurisdictions. In FY 2023-24, it is anticipated that over 120 meetings will be held with impacted jurisdictions.

Regional Studies and Pilot Program

- In 2022, following a yearlong effort involving research, consultation and collaborative concept development, staff introduced the Priority Sites Program through a variety of formats, including the [Priority Site Concept Paper](https://mtc.ca.gov/digital-library/5023219-priority-sites-concept-paper) (August 2022) (<https://mtc.ca.gov/digital-library/5023219-priority-sites-concept-paper>). [Criteria for Priority Sites was approved in March 2023](http://mtc.legistar.com/gateway.aspx?m=l&id=/matter.aspx?key=25401) (<http://mtc.legistar.com/gateway.aspx?m=l&id=/matter.aspx?key=25401>), followed by a request for nominations. In November 2023, [211 sites](https://mtc.legistar.com/gateway.aspx?m=l&id=/matter.aspx?key=26386) (<https://mtc.legistar.com/gateway.aspx?m=l&id=/matter.aspx?key=26386>) were approved. Later that month, a call for Letters of Interest for technical assistance was released. In May 2024, a \$4.4 million program of projects is slated for approval.
- Following award of funds to four PPA projects in June 2023, executed contracts with two grantees and in the procurement process for the other two projects.

Priority Conservation Area Program

- Released a new call for projects for the PCA Program in early 2024: <https://mtc.ca.gov/funding/funding-opportunities/priority-conservation-area-pca-grants>. To date, two rounds of funding totaling over \$30 million has funded 58 projects. Previously awarded projects can be found through the previous link.
- Released the draft PCA Refresh Final Report in March 2024: <https://mtc.legistar.com/gateway.aspx?m=l&id=/matter.aspx?key=26873>. Final approval is anticipated by the end of FY 2023-24.

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|--|--------------------------|--|------------------------|------------|----------|
| 1 | Priority Development Area Program | Consultants (TBD); Staff | Completed Plans (existing grants); Call for projects | STBG/ FHWA PL/FTA 5303 | 07/01/24 | 06/30/25 |
| 2 | Transit-Oriented Communities Policy Implementation | Consultants (TBD); Staff | Memos, presentations, and notes from local government compliance verification process; release of reporting tool | General Fund | 07/01/24 | 06/30/25 |
| 3 | Regional Studies & Pilot Programs | Consultants (TBD); Staff | Completed Regional Studies; Proposed and completed Pilot Programs (as needed) | General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|--|-------|--|----------------------------------|----------|----------|
| 4 | Priority Conservation Area (PCA) Program | Staff | Memos, Presentations, and Updated PCA Dataset; Completed grant-funded projects | General Fund/STBG Exchange Funds | 07/01/24 | 03/30/25 |
|---|--|-------|--|----------------------------------|----------|----------|

F. Anticipated Future Activities (FY 2025-26)

1. Continue administration and oversight of existing planning grants
2. Issue call for planning grants if there is remaining funding to support PDAs and local planning needed to achieve compliance with the TOC Policy
3. Carry out existing, and deliver additional technical assistance to implement the Regional Growth Framework and TOC Policy
4. Continue to deliver guidance to enable local governments to submit documentation and verify compliance with the Transit-Oriented Communities Policy Complete PPA studies and Priority Site projects and assess these programs. P
5. Carry out Priority Conservation Area grants
6. Based upon findings from regional studies and pilot program efforts in 2023-24, assess outcomes, consider program expansion, and inform the next RTP/SCS

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination

- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

FY 2024-25 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2024-25, SB1 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 greenhouse gas and criteria pollutant emissions from the transportation sector. These funds will fund staff and/or 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. Finally, these funds may also support local planning and implementation activities in jurisdictions that need technical 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.

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

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.

D. Work Plan (FY 2022-23)

| 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 | - Meetings and meeting notes - Memoranda, as needed - Presentations, as needed - Informational materials and other collateral for local jurisdictions, as needed | SB 1/ General Fund | 07/01/24 | 06/30/25 |
| 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 | 07/01/24 | 06/30/25 |

FY 2022-23 Senate Bill 1 (SB1) Sustainable Communities Formula Funds**A. Project Description**

In fiscal year 2022-23, SB1 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 greenhouse gas 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 technical assistance programs will offer support to jurisdictions to come into compliance with the Policy. The TOC Policy, along with the supporting planning and technical assistance 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 technical assistance 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 technical assistance 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 technical assistance.

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 Priority Development Areas, Priority Production Areas, and if relevant, Priority Conservation Areas 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 Transit-Rich Areas and High-Resource Areas 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 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2021-22, SB1 Planning Formula Funds will provide funding to update MTC's 2005 Transit-Oriented Development Policy. Since its adoption, the 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.

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):
<https://mtc.legistar.com/View.ashx?M=F&ID=7748976&GUID=C425C9CB-EE1C-4480-8EFD-7E085AFA6737>

D. Work Plan (FY 2021-22)

| Task No. | Task 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) | SB1/ 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) | SB1/ General Fund | 07/01/21 | 12/31/21 |

| | | | | | | |
|---|---------------------------------------|-------|--------------------------------|-------------------|----------|--|
| 3 | Staff will deliver a draft TOD Policy | Staff | Draft report (once) | SB1/ General Fund | 10/01/21 | Ongoing through project duration – anticipated summer 2022 |
| 4 | Staff will finalize project | Staff | Final report, materials (once) | SB1/ General Fund | 12/01/21 | Anticipated summer 2022 |

Work Element 1621: Transit Regional Network Management

Project Manager: Allison Quach

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|----------------------|
| Salaries | \$ 1,762,590 |
| Benefits | 749,101 |
| Indirect | 1,403,282 |
| Consultants | 8,983,791 |
| | |
| Total Expenses | \$ 12,898,764 |

| Revenues | | FY 2024-25 Budget |
|--|--------|----------------------|
| Federal Transit Administration (FTA) 5303 (FY 2024-25) | | \$ 259,168 |
| <i>Toll Credit Match</i> | 29,727 | |
| Federal Highway Administration Planning (FHWA PL) (FY 2024-25) | | 169,339 |
| <i>Toll Credit Match</i> | 19,423 | |
| Surface Transportation Block Grant (STBG) (Toll Credit Match Required) | | 677,356 |
| <i>Toll Credit Match</i> | 77,693 | |
| SB 125 Formula-Based Transit and Intercity Rail Capital Program | | 502,765 |
| State Transit Assistance (STA) | | 4,368,610 |
| 2% Transit Transfer | | 275,018 |
| State Transit Assistance (STA) Exchange Fund | | 3,250,000 |
| Bay Area Toll Authority (BATA) Regional Measure 2 | | 1,205,773 |
| General Fund | | 2,190,735 |
| | | |
| Total Revenues | | \$ 12,898,764 |

Federal Share

8.57%

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 FY24-25 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 regional paratransit trips and to develop and collect data for regional transit performance measures. Over the course of FY 2024-25 MTC staff will continue to implement the Clipper BayPass Pilot Program, which is the first “all you can use” transit pass covering all Bay Area transit operators. The first phase of the Clipper BayPass Pilot continues at UC Berkeley, San Francisco State University, San Jose State University, Santa Rosa Junior College, and at 12 affordable housing communities managed by MidPen Housing. The second phase launched in January 2024 to expand the program to additional institutions/employers around the Bay Area. MTC staff will continue to work to advance the deployment of a common regional transit transfer policy upon the launch of the Next Generation Clipper fare payment system.

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. The project team is now creating prototypes (physical signs and digital wayfinding tools) that will be set up and tested at two transit stations in 2024. Feedback will be collected on how the new signs help people get to and around the transit stations. This information will be used to inform the development of larger-scale pilot projects that will roll out to additional locations in 2025 and 2026.

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

C. Project Products

- Transit Fare Policy Vision Statement: https://mtc.ca.gov/sites/default/files/documents/2023-08/04ai_Fare_Coordination_Integration_Policy_Vision_Statement_Summary_Sheet_and_attachment_A.pdf
- Clipper BayPass Phase 1 continuation and progress reporting on Clipper BayPass Phase 2
- Progress reports on projects funded by the Bus Accelerated Infrastructure Delivery (BusAID) program
- Development of a Regional Transit Priority Policy

- Installation of Regional Mapping & Wayfinding prototypes. Evaluation of prototypes and development of Regional Mapping & Wayfinding Standards. Development of pilot projects.
- Development of one-seat paratransit ride pilots and other efforts to improve regional paratransit trips
- Development of a regional transit rider survey
- Reporting on Regional Network Management performance measures

D. Previous Accomplishments and Links to Relevant Products

- Completion of the [Network Management Business Case](https://mtc.ca.gov/digital-library/5023862-regional-network-management-business-case-evaluation-final-report) (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 review and approval of [RNM Framework](https://mtc.ca.gov/digital-library/5023859-mtc-resolution-4564-regional-network-management-rnm-framework-recommendations) (February 2023) (https://mtc.ca.gov/digital-library/5023859-mtc-resolution-4564-regional-network-management-rnm-framework-recommendations)

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|---|-------------------|--|---------------------------------------|------------|----------|
| 1 | One-Seat Ride Pilots and Evaluation | Staff, Consultant | Implementation of pilot projects, evaluation report | STA Exchange, Caltrans Planning Grant | 7/1/2024 | 6/30/25 |
| 2 | Regional Transit Rider Survey | Staff, Consultant | Survey instrument | STA Exchange | 7/1/2024 | 6/30/25 |
| 3 | Regional Network Management Performance Measures | Staff, Consultant | Reporting on RNM Performance Measures | 2% Transit Transfer | 7/1/2024 | 6/30/25 |
| 4 | Transit Transformation Action Plan Implementation | Staff | Updates to RNM bodies, ongoing implementation of actions | RM2 Capital, STA | 7/1/2024 | 6/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- Recommendations for Clipper BayPass Phase 1 and 2
- Ongoing implementation of the no-cost and reduced cost interagency transfer pilot
- Implementation of Regional Mapping and Wayfinding pilots
- Transit Priority Policy implementation

G. Federal Planning Factors Addressed

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1622: Next-Generation Bay Area Freeways

Project Manager: Anup Tapase

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|-------------------|
| Salaries | \$ 155,575 |
| Benefits | 66,120 |
| Indirect | 123,862 |
| Consultants | 360,000 |
| | |
| Total Expenses | \$ 705,557 |

| Revenues | FY 2024-25 Budget |
|---|-------------------|
| Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover) | \$ 25,000 |
| <i>Local Match - General Fund</i> | 6,250 |
| Bay Area Infrastructure Financing Authority (BAIFA) | 138,223 |
| General Fund | 536,084 |
| | |
| Total Revenues | \$ 705,557 |

Federal Share

3.54%

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

B. Project Description

The Bay Area's freeway network suffers from chronic traffic congestion that continues to adversely impact the region even as travel patterns change post-COVID-19. A fundamental and generational shift is needed to transform the Bay Area transportation landscape, and freeway pricing solutions offer potential to manage demand on freeways while enhancing mobility, climate and equity goals. Plan Bay Area 2050 recommends implementation of per-mile tolling on congested freeway corridors with parallel transit alternatives in a phased manner between 2030 and 2035, identified as Strategy T5. The objective is to reduce traffic congestion and GHG emissions by de-incentivizing auto use, particularly during peak periods, while simultaneously generating revenue to fund improvements and advance an affirmative equitable vision. This study serves as the first action toward implementation of the Plan Bay Area 2050 strategy, and will inform updates to next regional plan update, Plan Bay Area 2050+.

The Next Generation Bay Area Freeways Study is a 2.5-year study that seeks to collaboratively develop equitable pathways toward a priced, modern and multimodal next-generation freeway network. MTC staff will partner with state, regional and county agencies as well as non-governmental stakeholders from business, non-profit, advocacy and various interest groups and the public to co-create pathways toward the vision that weave together pricing and complementary strategies necessary for win-win outcomes. The study will rely on in-depth technical analysis and

community engagement. Alongside, the study will also explore options for operational deployment.

This study will place equity in a central role, recognizing that the study recommendations must not simply mitigate equity concerns but advance an affirmative, equitable vision. Toward an equitable process, the study will be based on deep engagement with diverse stakeholder groups and communities. Toward equitable outcomes, the study will focus not only on minimizing the adverse impacts of freeway pricing on population subgroups, but also utilizing freeway pricing to address historical and structural inequities.

Work will be led by MTC staff with some support from consultants. The study will be conducted in partnership with Caltrans D4 and Caltrans Headquarters (HQ), as well as county transportation agencies (CTAs). The study will coordinate with ongoing efforts such as the Caltrans Road Charge Program, San Francisco Downtown Congestion Pricing Study, and various freeway corridor specific and local road specific plans.

Follow-up actions from the study during fiscal year 2024-25 will include continued collaboration and engagement with partner agencies, public engagement and information, support for legislative actions and further studies to expand our collective understanding of pricing policy and its potential impacts.

C. Project Products

Report summarizing the study process, analysis and recommendations toward a next-generation freeway network, including a phased implementation plan.

D. Previous Accomplishments and Links to Relevant Products

All deliverables can be found here: <https://mtcdrive.box.com/s/45w0nh1j7kt3fo0ii4e5a20jbsgfp15>

Next Generation Freeways Study

- (Task 01) Formation of Next Gen Freeways Study staff-level Advisory Group and executive level Ad Hoc Exec Group composed of diverse stakeholders representing government at state, regional and county levels, business, non-profit, academia, equity populations and various interest groups.
- (Task 02) Consultant procurement for public engagement activities.
- (Tasks 1 & 2) Existing and Forecasted Conditions Memo
- (Task 3) Equity Framework for the study
- (Task 3) Preliminary Goals
- (Task 4) Round 1A Engagement Report (small group discussions)
- (Task 4) Round 1B Engagement Report (public webinars on “The Future of Freeways” and web survey)
- (Task 5) Final Goals, Outcomes and Draft Performance Indicators
- (Task 6) Pathway Definitions
- (Task 7) Analysis Round 1
- (Task 8) Pricing Deployment Strategies
- (Task 9) Public Engagement Round 2
- (Task 10) Analysis Round 2 (partial)
- (Task 11) Financial Forecasting (partial) Work in progress, to be completed in FY24-25
 - (Task 10) Analysis Round 2
 - (Task 11) Financial Forecasting
 - (Task 12) Recommendations and Implementation Plan
 - (Task 13) Draft and Final Report

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|---|-------------------|---|--------------------------|------------|----------|
| 1 | Project Administration (Task 01 in project workplan) | Staff | Quarterly invoices and progress reports | FHWA SP&R/ General Fund | 07/01/24 | 06/30/25 |
| 2 | Analysis (Round 2 of 2): Outcomes of Prioritized Pathways (Task 10 in workplan) This task is to refine pathways and analyze them further with travel demand modeling, determine metrics and prioritize one or more pathways for financial analysis. | Staff | Memorandum/ presentation summarizing final travel, environmental and gross revenue outcomes of 3-4 pathways Metrics to measure success of pathways in achieving goals Prioritization of one of more pathways for further analysis | FHWA SP&R / General Fund | 07/01/24 | 11/30/24 |
| 3 | Financial Forecasting and Business/Economic Case (Task 11 in project workplan) This task is to forecast financials through 2050 and develop a potential investment timeline to implement pathways and conduct a benefit-cost analysis. | Staff | Financial forecasts through 2050 Potential investment plan for financial analysis Business/ Economic case | General Fund | | |

| | | | | | | |
|---|--|-------------------|--|--------------------------|----------|----------|
| 4 | <p>Recommendations and Implementation Plan (Task 12 in project workplan)</p> <p>This task is to develop recommendations for further study and a high-level implementation plan for the upcoming years.</p> | Staff | <p>Recommendations for further study</p> <p>High-level implementation plan</p> <p>(as needed)</p> | General Fund | 07/01/24 | 12/31/24 |
| 5 | <p>Draft and Final Report (Task 13 in project workplan)</p> <p>This task is to compile the study process and results to be shared with the public, decision-makers and stakeholders. MTC staff will present findings to state partners Caltrans D4, Caltrans HQ and other MPOs.</p> | Staff | <p>Draft Report</p> <p>Briefer</p> <p>Final Presentation</p> <p>Final Report</p> <p>Board Adoption/ Acceptance</p> <p>(once)</p> | FHWA SP&R / General Fund | 09/01/24 | 6/30/25 |
| 6 | <p>Stakeholder & Public Engagement</p> <p>This task would include continued meetings with partners and development of information materials about pricing to educate the public about benefits and tradeoffs, to support implementation of study recommendations.</p> | Staff | <p>Agendas, presentation materials, and meeting minutes (as needed)</p> <p>Briefs, circulars, videos (as needed)</p> | General Fund | 07/01/24 | 06/30/25 |
| 7 | <p>Regional Economic, Land Use and Equity Impact Study for Pricing</p> <p>This task would commence a follow-up study to augment findings from Next Generation Freeways to better understand & quantify how a regional pricing strategy could benefit the Bay Area economy and support its focused growth pattern in an equitable manner.</p> | Staff, Consultant | <p>Study scope of work</p> <p>Memos, presentation materials (as appropriate)</p> | General Fund | 10/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

N/A - Grant term and project is expected to be completed by June 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 security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility of people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and state and local planned growth, housing, 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.
- Emphasize the preservation of the existing transportation system.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1623: SF Freeway Network Management Study

Project Manager: Joel Mandella

A. Budget

| Expenses | | FY 2024-25 Budget |
|-----------------------|--|-------------------|
| Consultants | | \$ 625,000 |
| | | |
| Total Expenses | | \$ 625,000 |

| Revenues | | FY 2024-25 Budget |
|--|--|-------------------|
| Federal Highway Administration (FHWA) State Planning and Research (FHWA SPR Part I) (FY 2024-25) | | \$ 500,000 |
| San Francisco County Transportation Authority Prop L | | \$ 125,000 |
| Total Revenues | | \$ 625,000 |

Federal Share 80.00%

Additional non-participating costs 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

N/A

E. FY 2024-25 Work Plan

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|------------------------|-------------------|---|--------------------------|------------|------------|
| 01 | Project Administration | SFCTA and MTC | Caltrans kick-off meeting; invoicing, quarterly progress reporting, and DBE reporting | FHWA SPR Part I / Prop L | 11/1/2024 | 6/30/2027 |
| 02 | Consultant Procurement | SFCTA | Procurement materials (to be completed pre-grant with SFCTA's non-participating costs) to inform study | FHWA SPR Part I / Prop L | N/A | N/A |
| 1 | Existing Conditions | SFCTA | Existing conditions report | FHWA SPR Part I / Prop L | 11/1/2024 | 4/30/2025 |
| 2 | Analysis | SFCTA | 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; | FHWA SPR Part I / Prop L | 2/1/2025 | 10/31/2025 |
| 3 | Public Outreach | SFCTA | Draft and final outreach materials; draft and final outreach report | FHWA SPR Part I / Prop L | 9/1/2025 | 2/28/2027 |

| | | | | | | |
|---|-----------------------------|-------|--|--------------------------|-----------|------------|
| 4 | Advisory Committee Meetings | SFCTA | Draft and final TAC meeting notes/materials | FHWA SPR Part I / Prop L | 11/1/2024 | 12/31/2026 |
| 5 | Draft and Final Plan | SFCTA | Draft and final plan | FHWA SPR Part I / Prop L | 10/1/2026 | 4/30/2027 |
| 6 | Board Review/Approval | SFCTA | Presentation and memorandums for board presentations | FHWA SPR Part I / Prop L | 5/1/2027 | 6/30/2027 |

F. Anticipated Future Activities (FY 2025-26)

- Study analysis
- Public outreach
- Advisory committee meetings
- Work on draft and final plan

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)

Work Element 1626: One-Seat Ride Pilot Evaluation

Project Manager: Drennen Shelton

A. Budget

| Expenses | | FY 2024-25 Budget |
|-----------------------|--|---------------------|
| Salaries | | \$ 20,982 |
| Benefits | | 9,233 |
| Indirect | | 15,131 |
| Consultants | | 350,000 |
| | | |
| Total Expenses | | \$ \$395,346 |

| Revenues | | FY 2024-25 Budget |
|---|--|---------------------|
| Federal Transit Administration (FTA) 5304 Statewide Transportation Planning (FTA 5304) (FY 2024-25) | | \$ 350,000 |
| General Fund | | 45,346 |
| Total Revenues | | \$ \$395,346 |

Federal Share

88.53%

B. Project 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 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.

C. Project Products

Meeting agenda items; public outreach communication materials; quarterly metrics reports; draft and final evaluation with recommendations TAC memo; draft and final performance measures; draft and final evaluation and analysis memo; draft and final report; Committee/Commission agenda item; and Committee/Commission approval/acceptance

D. Previous Accomplishments and Links to Relevant Products

N/A

E. FY 2024-25 Work Plan

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|---|--------------------|---|------------------------|------------|-----------|
| 01 | Project Administration | MTC | Caltrans kick-off meeting; quarterly invoicing, project reporting, and DBE reporting | General Fund | 11/1/2024 | 6/30/2027 |
| 02 | Consultant Procurement | MTC | Procurement procedures; RFP; Consultant contract; Amendments to consultant contract | FTA 5304/ General Fund | 11/1/2024 | 3/31/2025 |
| 1 | Public Outreach | MTC and Consultant | Meeting agenda items; communication materials | FTA 5304/ General Fund | 11/1/2024 | 6/30/2027 |
| 2 | Technical Advisory Committee Meetings | Consultant | Meeting agenda items; quarterly metrics reports; draft and final evaluation with recommendations memo | FTA 5304/ General Fund | 5/1/2025 | 4/30/2027 |
| 3 | Service Plan Concepts Evaluation and Analysis | Consultant | Draft and final performance measures; Stakeholder outreach meeting materials and feedback | FTA 5304/ General Fund | 8/1/2025 | 4/30/2027 |
| 4 | Draft and Final Report Recommendations | MTC and consultant | Draft report and recommendations; Final report and recommendations | FTA 5304/ General Fund | 3/1/2025 | 4/30/2027 |
| 5 | Board Review/Approval | MTC | Committee/ Commission agenda item; Committee/ Commission approval/ acceptance | FTA 5304/ General Fund | 3/1/2027 | 6/30/2027 |

F. Anticipated Future Activities (FY 2025-26)

- Project consultant procurement and contract execution
- Outreach to stakeholders
- Establish Technical Advisory Committee
- Choose pilot service plan concept metrics
- Begin evaluating pilots

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 for freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement

WORK ELEMENTS FUNDED BY FEDERAL/STATE GRANTS AND LOCAL SOURCES
FY 2024–2025

Work Element 1233: Transportation Asset Management (TAM) Program

Project Managers: Sui Tan and Bryan Redmond

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|----------------------|
| Salaries | \$ 349,041 |
| Benefits | 148,343 |
| Indirect | 277,888 |
| Consultants | 21,845,000 |
| | |
| Total Expenses | \$ 22,620,272 |

| Revenues | FY 2024-25 Budget |
|--|----------------------|
| Surface Transportation Block Grant (STBG) (Local Match Required) | \$ 10,000,000 |
| Local Match - General Fund | 1,295,606 |
| Surface Transportation Block Grant (STBG) - New | 920,000 |
| <i>Toll Credit Match</i> | 105,524 |
| Surface Transportation Block Grant (STBG) (Toll Credit Match Required) | 4,275,000 |
| <i>Toll Credit Match</i> | 490,343 |
| Pavement Management Program (PMP Sales) | 2,500,000 |
| Exchange Fund | 4,080,000 |
| General Fund | (450,334) |
| | |
| Total Revenues | \$ 22,620,272 |

Federal Share

67.17%

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

Objectives

- Develop and maintain a comprehensive and integrated transportation asset management system that supports local agency investment decisions using quality data and analysis tools that encourage the consideration of long-term consequences on roadway assets and system performance in alignment with building safe, sustainable, resilient, and equitable transportation systems
- Provide comprehensive data on the region's transportation capital asset maintenance, rehabilitation and replacement needs
- Prepare and analyze investment strategies geared towards meeting performance targets for state of good repair and monitor progress towards meeting those targets

- Support U.S. Department of Transportation (DOT) requirements that recipients and sub-recipients of federal funding develop Transit Asset Management Plans and use an asset management system to develop capital asset inventories
- Comply with DOT requirements for setting performance targets related to the State of Good Repair for both the transit system and streets and roads on the National Highway System
- Incorporate Transit Asset Management-related performance-based planning in the Metropolitan/Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) processes
- Comply with state law that requires that each local government establish and maintain a Pavement Management Program (PMP) as a condition for funding projects in the State Transportation Improvement Program (California Streets and Highways Code section 2108.1)
- Reduce or mitigate storm water impacts of surface transportation through non-pavement asset management activities including storm drain inventory and condition monitoring, and encouragement of best practices in run-off mitigation as it relates to roadway repair
- Support DOT requirements on Highway Performance Monitoring System (HPMS) and Model Inventory of Roadway Elements (MIRE) reporting for safety management by using an asset management system to track roadway data
- Integrate Transit Asset Management Plans from transit providers into our planning process and coordinate with the transit providers to implement a performance-based planning process that prioritizes investments that meet regional performance targets for State of Good Repair
- Support development of Local Road Safety Plans regionwide to ensure compliance with requirements for receiving HSIP funding and encourage implementation of safety plans generally
- Enhance existing data-based tools for safety analysis through improved functionality and access to newer, more innovative data sources
- Support MTC's Complete Streets policy and regional safety/Vision Zero initiative by using an integrated transportation asset management system to manage roadway safety data
- Support MTC's Equity Platform by integrating equity tools into transportation asset management system

Description

- Update and refinement of the Regional Transit Capital Inventory (RTCI)
- Develop, upgrade, maintain and distribute the StreetSaver and StreetSaver Plus, the comprehensive and integrated transportation asset management software
- 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
- Coordinate with the State DOT to set performance targets for the National Highway System
- Working to establish a data-driven Regional Safety (Vision Zero) program to support reduction of fatalities and serious injuries across the region
- Support Regional Safety Data System by continuing to maintain safety data from throughout the region, allowing our regional partners to proactively identify and analyze areas for targeted safety improvements and set safety performance targets based on data
- Considering the traffic safety challenges identified in the State of Safety in the Region report and taking what steps possible to implement solutions to those issues
- Develop local and regional forecasts of pavement and non-pavement repair needs, available funding sources, and condition scenarios based on revenue options
- Conform performance measures and monitoring activities related to asset conditions to federal and state requirements
- Provide guidance and instruction on best practices in asset management and safety management as it relates to asset management
- Provide performance monitoring guidance and tools

- Develop models and processes for integrating Transportation Asset Management objectives into regional multi-objective decision-making
- Provide oversight of the Statewide Local Streets and Roads Needs Analysis Project
- Develop the Annual Regional Summary of Pavement Conditions
- Implement Pavement Management Program (PMP) certification procedures
- Provide program updates and technical assistance to StreetSaver users
- Implement the Pavement Management Technical Assistance Program (P-TAP)
- Implement the Data Quality Management Program for P-TAP
- Facilitate meetings of the Local Street and Road Working Group
- Facilitate meetings of the Bay Area Vision Zero Working Group
- Provide resources and for developing Local Road Safety Plans
- Support existing tools for traffic safety analysis with updates and additional relevant data

Responsible Parties

- MTC Staff
- mySidewalk: Regional Safety Data System support
- DevMecca — StreetSaver developers
- NCE, Pavement Engineering Inc, Capitol Assets, AMS Consulting, Adhara Systems, Harris Associates, Bellecci & Associates, and Michael Baker International — P-TAP consultants

C. Project Products

- Provision of technical training and support to StreetSaver users
- Regionwide update on pavement conditions
- Continued submittal of MTC's Transit Asset performance targets for our Tier II Group TAM plan to NTD
- Development of regionwide transit asset performance targets encompassing all asset classes and operators in the region.
- Implementing P-TAP Program
- Completed Local Road Safety Plans for partners across the region
- Improved Safety Data System and additional data
- Improvements and feature enhancements to the RTCI

D. Previous Accomplishments and Links to Relevant Products

- 2024 update of the Regional Transit Capital Inventory (RTCI): <http://rtci.bayareametro.gov/>
- Completion of 2018 Regional Tier II Group TAM Plan: <https://mtcdrive.box.com/s/8th7k5l4jddpcjojigizl9wclxokrnoy>
- Completion of 2022 Regional Tier II Group TAM Plan: <https://mtcdrive.box.com/s/o8z32knnk9tzy11g8jbfnxrz9ou1zh3>
- 2024 update of Bay Area Vision Zero System (BAYVIZ): <https://bayviz.mysidewalk.com/>
- PMP Certification: <https://mtc.ca.gov/digital-library/35931-pmp-certification-list>
- 2022 Regional Pavement Condition: https://mtc.ca.gov/sites/default/files/documents/2023-11/PCI_table-2022_data-11-2023.pdf
- 2022 California Statewide Local Streets & Roads Needs Assessment: <https://savecaliforniastreet.org/wp-content/uploads/2023/05/Statewide-Needs-2022-FINAL.pdf>

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|--|---|---|--------------------|------------|----------|
| 1 | Regional Transit Capital Inventory update | Staff | Updated inventory of Transit Assets | General Fund | 1/01/25 | 2/28/25 |
| 2 | TAM Target Setting | Staff | FY 2024 Transit Asset Performance Targets | General Fund | 07/01/24 | 10/31/24 |
| 3 | Provide support to Local Streets & Road, Transit Asset Management, and Bay Area Vision Zero Working Groups | Staff | Meetings and Meeting Materials (as needed) | STBG/ General Fund | 07/01/24 | 06/30/25 |
| 4 | Support Regional Safety Data System | mySidewalk | Continued maintenance and enhancement of Safety Data System (ongoing) | Exchange | 07/01/24 | 06/30/25 |
| 5 | Pavement-Management Technical Assistance Program (PTAP 25) | AMS Consulting, Adhara Systems, Capitol Asset & Pavement, Harris & Associates, Nichols Consulting Engineers, Pavement Engineering | Updated pavement conditions of local agencies (ongoing) | STBG/ General Fund | 07/01/24 | 06/30/25 |
| 6 | 2023 Regional Pavement Condition Summary | Staff | State of the System report of local streets and roads (once) | STBG/ General Fund | 07/01/24 | 11/30/24 |
| 7 | Maintain PMP Certification | Staff | List of local agencies with PMP certification status (ongoing) | STBG/ General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|----|--|------------------------------|---|--------------------|----------|----------|
| 8 | Provide technical training and support for StreetSaver users | Nichols Consulting Engineers | Assistance as requested (as needed) | PMP Sales | 07/01/24 | 06/30/25 |
| 9 | Local Streets and Roads Needs Assessment | Staff | 2024 Statewide Needs Assessment (ongoing) | STBG/ General Fund | 07/01/24 | 06/30/25 |
| 10 | Regional partner Local Road Safety Plan development | Staff, local jurisdictions | Completed Local Road Safety Plans | STBG/ General Fund | 7/01/24 | 06/30/25 |
| 11 | Support and expansion of Regional Safety Data System | Staff | Improved Safety Data System and additional data (ongoing) | STBG/ General Fund | 7/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- Establish regional Transit Asset Performance Targets for 2025
- Complete annual NTD reporting for MTC-sponsored Tier II Group Transit Asset Management Plan
- 2025 Regional Transit Capital Inventory (RTCI) update
- 2025 update of Regional Safety Data System (Bay Area Vision Zero System – BayViz)
- 2023 Pavement Condition Summary
- Maintain PMP Certification status
- Administer PTAP 25 projects
- Complete 2024 California Statewide Local Streets & Roads Needs Assessment

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)

Work Element 1515: State Programming, Monitoring and STIP Development

Project Manager: Karl Anderson

A. Budget

| Expenses | | FY 2024-25 Budget |
|-----------------------|--|---------------------|
| Salaries | | \$ 599,956 |
| Benefits | | 254,982 |
| Indirect | | 477,653 |
| Consultants | | 250,000 |
| | | |
| Total Expenses | | \$ 1,582,591 |

| Revenues | | FY 2024-25 Budget |
|--|--|---------------------|
| State Transportation Improvement Program - Programming and Planning (STIP-PPM) | | \$ 1,115,847 |
| General Fund | | 466,744 |
| | | |
| Total Revenues | | \$ 1,582,591 |

Federal Share

0.00%

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

B. Project Description

Through state law, MTC has the responsibility to manage and program a number of 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 a number of programming responsibilities to the Regional Transportation Planning Agencies, 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 California Transportation Commission 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 a number of 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 that 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 number of the new programs created by Proposition 1B improve local, regional and state transportation infrastructure and is managed by Caltrans or the CTC. MTC's role in

these programs is generally 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 Surface Transportation Block Grant Transportation Alternatives set-aside) into a single program administered by the CTC. MTC, as the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for the nine counties of the San Francisco Bay Area, has programming responsibility for the large-MPO portion of the ATP.
- The state budget proposes substantial funding in statewide Cap and Trade funding across various transportation program categories. Additionally, the Legislature also enacted a trailer bill, Senate Bill 862, providing a long-term funding framework by allocating percentages of future funds across similar program categories, including the Low Carbon Transit Operations Program (LCTOP) which provides operating and capital assistance for transit agencies to reduce greenhouse gas 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 High Speed Rail 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 SB1 projects in the Transportation Improvement Program (TIP). MTC plans to further enhance FMS based on changes in law and program deadlines and business rules including reporting capabilities for the Active Transportation Program.
- 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 California Transportation Commission, California State Transportation Agency, and/or the California Department of Transportation.

C. Project Products

- Monthly project status reporting for STIP delivery: <https://mtc.legistar.com/gateway.aspx?m=l&id=/matter.aspx?key=26541>
- 2022 RTIP Programming: <https://mtc.legistar.com/View.ashx?M=F&ID=10346680&GUID=602D7D41-B960-4BB8-8F1E-C9E354DCCE0B>
- STIP Amendments and Extensions: <https://mtc.ca.gov/funding/state-funding/state-transportation-improvement-program-stip>
- Cycles 1-6 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: http://mtc.ca.gov/sites/default/files/Cap_and_Trade_Fact_Sheet_0.pdf
- Caltrain Electrification Funding Agreement
- Program of Projects for LCTOP
- SB 1 Competitive Program Prioritization Principles for Cycle 3: <https://mtc.legistar.com/View.ashx?M=F&ID=10821601&GUID=91079523-5BFD-4BAA-A5B4-D342CD9657D5>

- SB 1 Local Partnership Program Formula Share — MTC/BATA Programming:
<https://mtc.legistar.com/View.ashx?M=F&ID=11623385&GUID=E27CDE2A-EAEB-4D00-BB9C-597997D1B170>
- SB 1 SCCP and TCEP Programs for Cycle 3:
<https://mtc.legistar.com/View.ashx?M=F&ID=11074712&GUID=A3469277-0206-498F-AE31-AD0BD23C23B2>

D. Previous Accomplishments and Links to Relevant Products

- Development, implementation and delivery of the 2022 STIP (ongoing)
- Quarterly meetings with Caltrans District staff on project delivery of regionally significant highway projects
- Semi-annual meetings with the Northern California Megaregion Group and Bay Area Goods Movement Collaborative on SB 1 Trade Corridor Enhancement Program (TCEP) and other freight-related funding programs and planning efforts
- Programming and monitoring of Proposition 1B funds (including LBSRP and Transit, Security and Trade corridors)
- Participation in various statewide funding, programming, and delivery committees and groups
- Guidelines development, programming and implementation of [Active Transportation program](https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program):
<https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program>
- Adoption of Regional Goods Movement Investment Strategy (January 2017):
<https://mtc.ca.gov/planning/transportation/san-francisco-bay-area-goods-movement-plan>
- Adoption of regional Cap and Trade framework to guide programming and prioritization of Cap-and-Trade funds over the Plan Bay Area 2040 timeframe and a distribution framework for the programming of LCTOP funds
- Release of enhancements to Fund Management System (FMS) including new monitoring feature to track federal obligations more accurately: <https://fms.bayareametro.gov>
- Maintain and enhance Fund Management System (FMS)
- Guidelines development, programming, and implementation of various Senate Bill 1 (SB 1) programs and projects
- Quarterly meetings with Caltrans District staff on project delivery of regionally-significant highway projects
- Development, implementation and delivery for the third cycle of the CTC SB1 competitive programs:
 - TCEP and SCC: <https://mtc.legistar.com/View.ashx?M=F&ID=11074712&GUID=A3469277-0206-498F-AE31-AD0BD23C23B2>
 - LPP: <https://mtc.legistar.com/View.ashx?M=F&ID=11623385&GUID=E27CDE2A-EAEB-4D00-BB9C-597997D1B170>

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|---|-------------------|---|--------------|------------|----------|
| 1 | Prepare STIP Amendments and Extensions as requested | Staff | STIP Amendments STIP Extensions | General Fund | 07/01/24 | 06/30/25 |
| 2 | Prepare status reports on STIP project delivery | Staff | Status Reports on STIP Delivery (as needed) | General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|----|---|-------|---|--------------|----------|----------|
| 3 | Prepare status reports on Proposition 1B project delivery | Staff | Status Reports on Prop. 1B delivery (as needed) | General Fund | 07/01/24 | 06/30/25 |
| 4 | Develop enhancements to web-enabled funding database | Staff | Updated database | General Fund | 07/01/24 | 06/30/25 |
| 5 | Participate in various statewide funding, programming, and delivery committees and groups | Staff | Documents produced by committees (monthly) | General Fund | 07/01/24 | 06/30/25 |
| 6 | Implement the 2024 RTIP in coordination with Bay Area CTAs, transit operators, and Caltrans | Staff | Provide assistance as needed to STIP project sponsors and Bay Area CTAs (as needed) | General Fund | 07/01/24 | 06/30/25 |
| 8 | Implement Cycles 1-7 ATP | Staff | Cycles 1-7 ATP (ongoing) | General Fund | 07/01/24 | 06/30/25 |
| 9 | Attend CTC meetings (typically 7 per year) | Staff | Email of meeting highlights for stakeholders and Letter for CTC Commissioners | General Fund | 07/01/24 | 06/30/25 |
| 10 | Develop, maintain, and implement enhancements and upgrades to Fund Management System (FMS) | Staff | FMS 5.0 (ongoing) | General Fund | 07/01/24 | 06/30/25 |
| 11 | 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 | 07/01/24 | 06/30/25 |
| 12 | Cap & Trade Development | Staff | Ongoing project monitoring (ongoing) | General Fund | 07/01/24 | 06/30/25 |
| 13 | Develop and implement programs authorized in Senate Bill 1 (SB 1) | Staff | Programming and implementation of SCC, TCEP, LPP, TIRCP, etc.(ongoing) | General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|----|---|-------|--|----------|----------|----------|
| 14 | Create Active Transportation Program Scoping and Application Technical Assistance (ATPTA) Program | Staff | Guidelines for receiving TA and call for assistance to advance active transportation projects for the State ATP (once) | STIP-PPM | 07/01/24 | 06/30/25 |
|----|---|-------|--|----------|----------|----------|

F. Anticipated Future Activities (FY 2025-26)

Same as above.

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

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

Project Manager: Allison Brooks

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|---------------------|
| Salaries | \$ 399,630 |
| Benefits | 169,843 |
| Indirect | 318,164 |
| Other Operating | 34,500 |
| Consultants | 429,162 |
| | |
| Total Expenses | \$ 1,351,299 |

| Revenues | FY 2024-25 Budget |
|--|---------------------|
| Surface Transportation Block Grant (STBG) (Toll Credit Match Required) | \$ 202,695 |
| <i>Toll Credit Match</i> | 23,249 |
| Bay Area Air Quality Management District (BAAQMD) | 472,954 |
| Association of Bay Area Governments (ABAG) | 202,695 |
| General Fund | 472,955 |
| | |
| Total Revenues | \$ 1,351,299 |

Federal Share

15.00%

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

B. Project Description

The Bay Area Regional Collaborative (BARC) is a consortium of regional and state agencies (BARC member agencies) that come together to address crosscutting issues of regional significance, with the goal of improving the quality of life for all Bay Area residents. A primary focus of BARC since the development of its first Organizational Plan in 2015 has been Climate Change. The member agencies written into state legislation (SB 849, Torlakson) include the Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), and the San Francisco Bay Conservation and Development Commission (BCDC). BARC member agencies currently appoint four representatives from their respective boards and commissions to serve on the BARC Governing Board. Non-voting members include the executive leadership of Caltrans District 4, the San Francisco Bay Water Quality Control Board, and the California State Coastal Conservancy who participate in Governing Board meetings and in separate staff meetings.

In FY 2024-25, BARC will be updating its Organizational Plan. This project aims to engage and align stakeholders on BARC's mission, purpose, and structure to help ensure the organization is prepared to achieve its legislative mandate and adapt to changing Bay Area demands and needs. A consultant team has been hired to manage this project which includes summarizing BARC's accomplishments to date, interviewing Executive Directors from the member agencies, Governing Board members, and other key stakeholders to ascertain what's working and not working with the current structure. The consultant team will look at models of other collaborative efforts from across the country to inform the project and end with recommendations for improvements and changes to be made as to how BARC operates, and an associated action plan to achieve those results. This project is anticipated to conclude in December 2024.

At the close of FY2023-2024, BARC is concluding two of the projects outlined in the BARC Shared Work Plan. The Shared Work Plan was developed pursuant to a Joint Resolution passed at the September 2021 BARC Governing Board meeting that outlined a set of commitments by the BARC member agencies to measurably address climate change in the Bay Area. The Shared Work Plan consists of a discrete set of bold and collaborative climate mitigation and adaptation initiatives, with appropriate commitments of staff time and resources from the appropriate BARC member agencies, aimed at accelerating progress on specific climate mitigation and climate adaptation outcomes within a 1–5-year timeframe. Having completed key components of two of the Initiatives, one focused on the transition to zero-emission busses and the other on the development of a regional multi-hazard strategic plan, BARC will focus on implementing a regional multi-hazard technical assistance program in the upcoming year.

Over FY 2023-2024, BARC staff has been working with participating agencies to draft and execute a Regional Flooding and Sea Level Rise Governance Memorandum of Understanding (MOU). The purpose of this MOU is to align efforts, expertise, and core functions across agencies to support the delivery of priority, multi-benefit, flood risk management projects across the Bay Area. By coordinating the Agencies' respective roles and authorities, the Agencies can further the following objectives:

- o Accelerate the implementation of flooding and sea level rise adaptation projects to better prepare communities, businesses, infrastructure, and the environment for the expected impacts.
- o Increase the Bay Area's competitiveness for state and federal funding to support needed projects.
- o Establish a structure and process to support coordinated planning, project prioritization, and project delivery to address flooding and sea level rise risk and reduce interagency and interjurisdictional competition for funding.
- o Seek consensus on project priorities through a strategic, data-driven, and equitable approach that takes subregional sea level rise adaptation plans into consideration.
- o Support multi-jurisdictional partnerships to efficiently advance multi-benefit projects at scale.
- o Help communities, cities, counties, and special districts expand planning and funding of important climate adaptation projects.
- o Create a cooperative environment where agencies and jurisdictions support each other's goals and climate adaptation projects through greater clarity of responsibilities across functions.

BARC staff will be working with the participating agencies in developing an associated Work Plan that helps operationalize the MOU. The work plan will be organized along key functional areas of working that include planning, funding, technical assistance, regulatory streamlining, and cross-agency coordination. BARC staff will facilitate coordination among the participating agencies primarily in the areas of fundraising, advocacy, and technical assistance.

BARC will continue to engage in its ongoing work to coordinate and communicate the climate change-related policy and planning activities of its member agencies, as well as key regional, local, and non-governmental stakeholders as appropriate.

C. Project Products

- New BARC Organizational Plan which reflects input and priorities of BARC Governing Board and executive leaders of the member agencies.
- Execution of the Regional Flooding and Sea Level Rise Governance Memorandum of Understanding (MOU) and associated Work Plan that includes staffing and some resource commitments from signatory agencies.
- Support in the implementation of key climate adaptation and resilience processes and projects across the Bay Area that involve multiple agencies participating in BARC.
- Ongoing coordination between BARC Member Agencies and key stakeholders to improve outcomes related to climate change mitigation and adaptation planning and policy, which may include grant proposals to secure resources for local or regional adaptation efforts, particularly those that are located in disadvantaged communities.
- Robust communication of local and regional progress related to climate mitigation and adaptation, through the online magazine KneeDeepTimes, supported by BARC, and via the BARC website, publications, and other avenues to share information beyond the usual suspects

D. Previous Accomplishments and Links to Relevant Products

- BARC released a report entitled Regional System Assessment for Adapting to Climate Change. The report can be found here: <https://barc.ca.gov/tools-resources/digital-library/barcmappingv12023101872dpipdf>
- BARC staff supported close regional coordination between MTC/ABAG and BCDC in the development of Plan Bay Area 2050 and the Bay Adapt Joint Platform. This ongoing coordination supported the creation of the Sea Level Rise Funding and Investment Framework found here: <https://mtc.ca.gov/planning/resilience/sea-level-rise-adaptation-funding-investment-framework>

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|---------------------------------|-------------------|--|--|------------|----------|
| 1 | BARC Organizational Plan Update | Consultants | Approval of new BARC Organizational Plan | ABAG/ BAAQMD/ BCDC/ General Fund/STBG | 07/01/24 | 12/01/24 |

| | | | | | | |
|---|--|-------|---|--|----------|----------|
| 2 | Regional Flooding and Sea Level Rise Governance Memorandum of Understanding (MOU) | Staff | Approval of MOU by signatory agencies and BARC Governing Board | ABAG/ BAAQMD/ BCDC/ General Fund/STBG | 07/01/24 | 07/19/24 |
| 3 | Develop work plan for execution of the Flooding and Sea Level Rise Memorandum of Understanding (MOU) | Staff | Work Plan outlining staffing and tasks associated with managing risks to transportation infrastructure, communities, environment, assets to flooding and sea level rise | ABAG/ BAAQMD/ BCDC/ General Fund/STBG | 08/01/24 | 06/30/25 |
| 4 | BARC Shared Work Plan Implementation | Staff | Focus on implementing regional multi-hazard technical assistance program | ABAG/ BAAQMD/ BCDC/ General Fund/STBG | 07/01/24 | 06/30/25 |
| 5 | Continued Support of Adaptation Planning Projects in Specific Jurisdictions | Staff | Support for implementation of climate adaptation and resilience projects in key locations across the Bay Area via Technical Assistance Program | General Fund/STBG | 07/01/24 | 06/30/25 |
| 6 | Bay Adapt and Plan Bay Area 2050: Supporting Implementation | Staff | Serving on the Bay Adapt Implementation Committee; supporting the development of Sea Level Rise Funding and Investment Strategy | General Fund/STBG | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|---|-------|---|-------------------|----------|----------|
| 7 | Advancing integrated Stormwater Management and Sustainable Transportation infrastructure. | Staff | Work with MTC/ABAG and other key partners to support the acceleration of integrated stormwater management and sustainable streets to manage flooding and build out a more sustainable street network. | General Fund/STBG | 07/01/24 | 06/30/25 |
|---|---|-------|---|-------------------|----------|----------|

F. Anticipated Future Activities (FY 2025-2026)

- BARC Organizational Plan Update may call for advancing changes to the structure, staffing and mission orientation of BARC in 2025.
- The Work Plan associated with the Flooding and Sea Level Rise Governance MOU aims to raise funds via state and federal agencies to support significant multi-benefit adaptation project delivery in the Bay Area, with a focus on disadvantaged communities.
- A regional multi-hazard technical assistance program provides services, data, resources and project management assistance to cities, counties, special districts and community-based organizations to address risks associated with climate hazards.

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning

- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

WORK ELEMENTS FUNDED BY STATE AND LOCAL SOURCES

FY 2024–2025

Work Element 1114: Support Policy Advisory Council

Project Manager: Kỳ-Nam Miller

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|-------------------|
| Salaries | \$ 121,867 |
| Benefits | 51,794 |
| Indirect | 97,024 |
| | |
| Total Expenses | \$ 270,685 |

| Revenues | FY 2024-25 Budget |
|-----------------------|-------------------|
| General Fund | \$ 270,685 |
| | |
| Total Revenues | \$ 270,685 |

Federal Share

0.00%

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

B. Project Description

- MTC seeks to involve residents of diverse backgrounds and interests in developing transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy.
- To ensure that a wide spectrum of views is considered in developing commission policy, MTC provides staff support to the Policy Advisory Council. The Council advises the Commission on transportation policies in the San Francisco Bay Area, incorporating a broad cross-section of perspectives related to the environment, the economy and social equity.
- The Policy Advisory Council was created by MTC on November 18, 2009, in an effort to synthesize the work formerly done by the Elderly Disabled Advisory Committee, the Minority Citizens Advisory Committee and the MTC Advisory Council. Following a two-year pilot period, advisors now serve a four-year term.

C. Project Products

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

D. Previous Accomplishments and Links to Relevant Products

- The Policy Advisory Council (<https://mtc.ca.gov/about-mtc/committees/policy-advisory-council>) advised the Commission on multiple subjects including Plan Bay Area 2050+, Transit 2050+, addressing the transit operating fiscal cliff, including input to shape 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; worked with staff to restructure MTC's high school internship program; and provided ongoing input to MTC staff.

E. Work Plan (FY2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|---|-------------------|---|--------------|------------|----------|
| 1 | Staff monthly meetings of the Policy Advisory Council | Staff | Meeting agendas and packets, staff reports, presentation materials | General Fund | 07/01/24 | 06/30/25 |
| 2 | Staff the Equity and Access Subcommittee as needed | Staff | Meeting agendas and packets, staff reports, presentation materials | General Fund | 07/01/24 | 06/30/25 |
| 3 | Staff the Regional Network Management Customer Advisory Group | Staff | Meeting agendas and packets, staff reports, presentation materials | General Fund | 07/01/24 | 06/30/25 |
| 4 | Attend the Regional Equity Working Group, as needed | Staff | Staff reports, as needed | General Fund | 07/01/24 | 06/30/25 |
| 5 | Plan and implement the annual meeting with Commission and the Council | Staff | Meeting agenda Presentation materials | General Fund | 07/01/24 | 06/30/25 |
| 6 | Assist with Council reports/ motions to the Commission | Staff | Prepare memos, as needed | General Fund | 07/01/24 | 06/30/25 |
| 7 | Staff monthly Council prep meetings with Council Leaders and MTC Executives | Staff | Updates to workplan & Council agendas, pre-and-post meeting communications, follow-up actions | General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|----|--|-------|--|--------------|----------|----------|
| 8 | Orientation for Council advisors appointed in 2022 and replacements, as needed | Staff | Presentations, as needed | General Fund | 07/01/24 | 06/30/25 |
| 9 | Expand and deepen Community Based Organization (CBO) network | Staff | Develop an ad-hoc committee to support CBO partnerships in program-specific geographies and across the region. | General Fund | 07/01/24 | 06/30/25 |
| 10 | New Council Members: recruit and make selection recommendations to the Commission. | Staff | Workplan, meetings, public events and communications, and coordination with Commissioners on selections | General Fund | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

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

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future

- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1131: Develop an Effective Legislative Program

Project Manager: Georgia Gann Dohrmann

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|---------------------|
| Salaries | \$ 551,624 |
| Benefits | 234,441 |
| Indirect | 439,174 |
| | |
| Total Expenses | \$ 1,225,239 |

| Revenues | FY 2024-25 Budget |
|-----------------------|---------------------|
| General Fund | \$ 1,225,239 |
| | |
| Total Revenues | \$ 1,225,239 |

Federal Share

0.00%

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

B. Project Description

- MTC develops an advocacy program that makes progress on our core regional goals, including Plan Bay Area 2050, and that advances the goals of our core customer facing programs including Clipper, FasTrak, Freeway Service Patrol and the state-owned Bay Area bridges managed by BATA.
- In developing the advocacy program, MTC identifies state and federal policy and funding changes needed to support Plan Bay Area 2050 goals.
- 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 statewide 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 Plan Bay Area 2050, and that advances the goals of our core customer facing programs, including Clipper, FasTrak, Freeway Service Patrol, and the BATA bridges.

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

D. Previous Accomplishments and Links to Relevant Products

- The 2022 Advocacy Program can be found here: https://mtc.ca.gov/sites/default/files/documents/2022-01/2022_Advocacy_Program_0.pdf.
- The 2023 Advocacy Program can be found here: https://mtc.ca.gov/sites/default/files/documents/2023-01/2023_Final_Advocacy_Program.pdf.

E. Work Plan (FY 24-25)

| Task No. | Task Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|---|-------------------|--|--------------|------------|----------|
| 1 | Begin planning for 2024 legislative priorities | Staff | Prepare work plan following Appendix A of PPP | General Fund | 07/01/24 | 12/30/25 |
| 2 | Ongoing collaboration with key stakeholders, including state and federal elected leaders and staff, transportation partners, and state and federal agency partners. | Staff | Organize and attend meetings, prepare and analyze policy proposals. | General Fund | 07/01/24 | 12/30/25 |
| 3 | Seek input from MTC Policy Advisory Council & outside organizations, including Bay Area transportation stakeholders | Staff | Prepare meeting materials, seek input, and report out. | General Fund | 07/01/24 | 12/30/25 |
| 4 | Staff meetings of the Legislation Committee to seek feedback on and secure approval of the 2024 advocacy program | Staff | Meeting agendas and packets Staff reports Presentation materials | General Fund | 11/01/24 | 12/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- Develop annual advocacy program, which may include leading legislation related to a regional funding measure for transportation, including potentially transportation and other priorities such as climate resilience, and supporting other legislation aligned with the goals of Plan Bay Area 2050.

G. Federal Planning Factors Addressed

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1132: Advocate Legislative Programs

Project Manager: Georgia Gann Dohrmann

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|-------------------|
| Consultants | \$ 513,000 |
| | |
| Total Expenses | \$ 513,000 |

| Revenues | FY 2024-25 Budget |
|---|-------------------|
| Bay Area Toll Authority (BATA) Reimbursement | \$ 63,000 |
| Service Authority for Freeways and Expressways (SAFE) Reimbursement | 54,000 |
| General Fund | 396,000 |
| | |
| Total Revenues | \$ 513,000 |

Federal Share

0.00%

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

B. Project Description

- Implement the goals of our 2022 Advocacy Program
- MTC 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. 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 programs.

C. Project Products

- Prepare memos and other written materials, including letters, fact sheets, presentations and testimony to influence state and federal legislation.
- Reports to the Legislature and Bay Area Congressional Delegation
- Review and analyze new legislation and budget proposals
- Prepare and distribute legislative history
- Provide updates on transportation matters to MTC staff, commissioners and MTC Policy Advisory Council
- Develop legislative programs and proposals
- Develop and advocate positions on:
 - Funding for Bay Area transportation projects and programs
 - State and federal transportation policy reform to support Plan Bay Area 2050 goals
 - Climate change- and resilience-related legislation

- Affordable housing- and homelessness-related legislation
- Structural reforms to ensure adequate and predictable funding for transportation infrastructure
- Prepare legislative action alerts and testimony
- Maintain the legislative portion of MTC's Web site
- Represent MTC before Congress, U.S. DOT, U.S. Department of Housing and Urban Development (HUD), the State Legislature, and related agencies

D. Previous Accomplishments and Links to Relevant Products

- Advocated for Plan Bay area 2050 priorities via implementation of the Bipartisan Infrastructure Law (BIL) (also known as the Infrastructure Investment and Jobs Act), which includes reauthorization of the federal surface transportation program and major increases in transit and highway formula as well as discretionary funding.
- Developed and implemented a Bay Area Infrastructure Grants strategy to support Bay Area regional priority projects in competing well for larger-scale BIL grants geared toward regionally and nationally significant projects; Bay Area BIL regional priority projects secured \$565 million in discretionary grant funding in 2022, roughly 60 percent of California's share of the target grants.
- Secured Bay Area Housing Finance Authority (BAHFA) eligibility within a new \$85 million HUD "Yes in My Backyard" grant program, authorized in the fiscal year 2022 appropriations bill. Secured report language urging HUD to support regional approaches to solving the housing crisis.
- Engaged with the White House Council on Environmental Quality (CEQ) and U.S. DOT to support Justice40 implementation; ensured the Bay Area's Equity Priority Communities were adequately reflected in federal "disadvantaged communities" designations.
- Secured \$10.9 billion state transportation funding package via the 2022 state budget. As advocated for by MTC, substantial new resources were distributed via competitive grants that were geared toward funding high-priority projects either under construction or nearing construction, like Clarain Electrification, BART Transbay Core Capacity, and BART to Silicon Valley, Phase 2. Additional resources were included that can support other Bay Area transit priorities, including transit modernization and expansion. Additionally, as advocated for by MTC, the transportation package provided significant new investments for active transportation, grade separations, and resilience.
- Advocated for new state programs geared toward supporting the state in planning for and implementing transportation resilience improvements. Specifically, sponsored SB 1049 (Dodd), which would have created a new dedicated resilience program and prioritized funding for projects that 1) protect high-priority vulnerable infrastructure and 2) that provide benefits to adjacent communities and the environment. Successfully advocated for key provisions of the bill to be integrated into budget trailer bill legislation, which established new state and local Transportation Climate Adaptation Programs. Programs were funded at roughly \$400 million in 2022.
- Supported efforts to secure for BATA bridges a portion of California's new BIL bridge formula funding.
- Secured funding to support transit operators transition to zero-emission fleet in state budget.
- Secured 2022 state budget resources to invest in climate adaptation, resilience, and S.F. estuary restoration.
- Advocated for and secured funding in the 2022 state budget to support affordable housing production, preservation and protection (the 3Ps).
- Supported range of other state legislation to advance Plan Bay Area 2050 implementation.
- Committee memos for the Legislation Committee can be found on the MTC Web site by searching for the Legislation Committee here: <https://mtc.ca.gov/meetings-events/joint-mtc-abag-legislation-committee-2022-02-11t174000>.
- The Legislative History can be found here: <https://mtc.legistar.com/gateway.aspx?M=F&ID=1e412e92-850e-48e5-bec2-02aff288cc65.pdf>.
- The 2022 Advocacy Program can be found here: <https://mtc.ca.gov/sites/default/files/documents/2022->

[01/2022_Advocacy_Program_0.pdf](#).

- The 2023 Advocacy Program can be found here: https://mtc.ca.gov/sites/default/files/documents/2023-01/2023_Final_Advocacy_Program.pdf
- 2022 Report to Congress: https://mtc.ca.gov/sites/default/files/documents/2022-06/2022-Report-to-Congress_final-edit.pdf
- 2022 housing advocacy material for Congress: https://mtc.ca.gov/sites/default/files/documents/2022-07/ABAG-MTC_Bay_Area_Housing_Fact-Sheet_v12a.pdf
- 2023 Report to Congress: https://mtc.ca.gov/sites/default/files/documents/2023-04/2023_Report_to_Congress_.pdf
- 2023 housing advocacy material for Congress: https://mtc.ca.gov/sites/default/files/documents/2023-03/ABAG-MTC_Bay_Area_Housing-2023_Handout.pdf
- 2023 Report to the State Legislature: https://mtc.ca.gov/sites/default/files/documents/2023-03/2023_State_Legislature_Report_Final_web.pdf

E. Work Plan (FY 24-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|--|-------------------|--|--------------|------------|----------|
| 1 | Staff monthly meetings of the Legislation Committee | Staff | Meeting agendas and packets Staff reports Presentation materials | General Fund | 07/01/24 | 06/30/25 |
| 2 | Analyze legislation | Staff | Memos for internal and external purposes Staff reports Presentation materials | General Fund | 07/01/24 | 06/30/25 |
| 3 | Legislative history | Staff | Prepare monthly reports and determine which bills to track | General Fund | 07/01/24 | 06/30/25 |
| 4 | Provide updates to MTC Policy Advisory Council & outside organizations | Staff | Provide regular updates on legislation MTC is tracking and/or supporting or opposing | General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|--|-------|-------------------------|--------------------------------|----------|----------|
| 5 | Coordinate with lobbyists on meetings with key legislators and elected officials | Staff | Meeting scheduling | General Fund/ BATA /SAFE | 07/01/24 | 06/30/25 |
| 6 | Meet with legislators, staff, and agency officials | Staff | Briefing materials | General Fund /BATA/ SAFE | 07/01/24 | 06/30/25 |
| 7 | Testify in committee hearings | Staff | Prepared oral testimony | General Fund/ BATA/ SAFE | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- Outreach to state and federal delegations related to 2024 Advocacy Program priorities
- Meetings with legislators, their staff and state and federal administration officials
- Prepare briefing materials for meetings with legislators, their staff and state and federal administration officials

G. Federal Planning Factors Addressed

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1156: Library Services

Project Manager: Julie Teglovic

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|-------------------|
| Salaries | \$ 152,479 |
| Benefits | 64,803 |
| Indirect | 121,396 |
| | |
| Total Expenses | \$ 338,678 |

| Revenues | FY 2024-25 Budget |
|-----------------------|-------------------|
| General Fund | \$ 338,678 |
| | |
| Total Revenues | \$ 338,678 |

Federal Share

0.00%

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

B. Project Description

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

The library houses over 17,000 books, periodicals and reports, including local, California and federal government documents, all MTC and ABAG 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
- Transportation headlines

D. Previous Accomplishments and Links to Relevant Products

- Managed the MTC-ABAG Library, maintaining and cataloging a collection of print and electronic format documents and sources of information that support the work of MTC and ABAG, including all MTC, ABAG and related publications. Provided electronic access to library catalog through the internet: <https://mtc-abag-library.softlinkliberty.net/liberty/libraryHome.do>
- Maintained/updated Library and Publications page on MTC website: <https://mtc.ca.gov/tools-resources/mtcabag-library>
- Provided reference services to MTC Commission, ABAG Executive Board, MTC and ABAG staff, outside agencies, and the public
- Screened major media, prepared and disseminated daily electronic “Transportation Headlines” compilation via email and web: <https://mtc.ca.gov/news/news-headlines>
- Served as an affiliate of the State Census Data Center
- Maintained the Bay Area Census Website: <http://www.bayareacensus.ca.gov>
- Managed the electronic information delivery service GovDelivery

E. Work Plan (FY 2024-25)

| 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 | General Fund | 07/01/24 | 06/30/25 |
| 2 | Provide reference services to MTC Commission, ABAG Executive Board, MTC and ABAG staff, outside agencies, and the public | Staff | Reference services | General Fund | 07/01/24 | 06/30/25 |
| 3 | Screen major media, prepare and disseminate daily electronic “Transportation Headlines” compilation via email and Web | Staff | Transportation Headlines | General Fund | 07/01/24 | 06/30/25 |
| 4 | Provide electronic access to library catalog through the Internet | Staff | Library catalog | General Fund | 07/01/24 | 06/30/25 |
| 5 | Maintain the library and publications sections of MTC’s Web page | Staff | Publications listing | General Fund | 07/01/24 | 06/30/25 |
| 6 | Serve as an affiliate of the State Data Center | Staff | State Data Center affiliate | General Fund | 07/01/24 | 06/30/25 |

| | | | | | | |
|---|--|-------|----------------------------------|--------------|----------|----------|
| 7 | Maintain the Bay Area Census Website | Staff | Bay Area Census Website | General Fund | 07/01/24 | 06/30/25 |
| 8 | Manage the Electronic Information Delivery Service (GovDelivery) | Staff | Electronic Info Delivery Service | General Fund | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

Same as above, ongoing activities.

G. Federal Planning Factors Addressed

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

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

Project Managers: William Bacon and Lysa Hale

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|---------------------|
| Consultants | \$ 3,932,378 |
| | |
| Total Expenses | \$ 3,932,378 |

| Revenues | FY 2024-25 Budget |
|---|---------------------|
| Low Carbon Transit Operations Program (LCTOP) Means Based | \$ 1,832,378 |
| State Transit Assistance (STA) | 2,100,000 |
| | |
| Total Revenues | \$ 3,932,378 |

Federal Share

0.00%

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

B. Project Description

MTC conducted a regional means-based transit fare pricing study to develop scenarios for funding and implementing a regional means-based transit fare program or programs in the nine-county Bay Area. As a result of the study and in consultation with transit operators, the MTC Commission approved the Regional Means-Based Transit Fare Pilot in May 2018, a transit discount program for qualified low-income participants on select transit operators in the Bay Area. The pilot program, called Clipper START, launched in July 2020 and was originally expected to conclude on June 30, 2023; however, due to the impacts of the COVID-19 pandemic it is anticipated that the pilot program will be extended until June 30, 2025 to allow additional time for the program to mature. The initial launch included four transit agencies, but in the wake of the COVID-19 emergency, it was expanded to 17 additional agencies. Customers are eligible for the program if they are ages 19-64, a resident of the Bay Area, and earn less than 200% of the federal poverty level. MTC will reimburse transit agencies for half of a 20% discount per trip, applied to the Clipper base adult fare. Transit agencies offering a discount greater than 20% will cover all of the revenue losses above 20%.

A comprehensive evaluation is being conducted on the pilot and will inform the continuation of and improvements to the program over the coming two years of the extended pilot and any future more permanent program.

C. Project Products

- Regional Means-Based Transit Fare Pricing Study Report
- MTC Resolution 4320 and MTC Resolution 4439
- Draft Year 2 Evaluation

D. Previous Accomplishments and Links to Relevant Products

- Regional Means-Based Transit Fare Pricing Study (2018)
- Pilot Program Approved by MTC Commission (2018)
- Rollout of initial four operators (July 2020)
- Secured \$5M in CARES Act funding for additional transit agencies (July 2020)
- Rollout of additional 17 transit agencies (November 2020 – January 2021)
- Year 1 Evaluation (2022)

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|-----------------------------------|-------------------|--|-------------|------------|----------|
| 1 | Program management and monitoring | Staff | Quarterly data reports | LCTOP/STA | 07/01/24 | 06/30/25 |
| 2 | Pilot evaluation | Consultant | Quarterly tech memos and final reports | LCTOP/STA | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- Ongoing evaluation of extended pilot program
- Development of program parameters for a possible permanent 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 accessibility and mobility of people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and state and local planned growth, housing, and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement
- Data in Transportation Planning

Work Element 1312: Support Title VI and Environmental Justice

Project Manager: Ryan DeCoud

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|-------------------|
| Salaries | \$ 106,821 |
| Benefits | 45,399 |
| Indirect | 85,045 |
| Consultants | 75,000 |
| | |
| Total Expenses | \$ 312,265 |

| Revenues | FY 2024-25 Budget |
|-----------------------|-------------------|
| General Fund | \$ 312,265 |
| | |
| Total Revenues | \$ 312,265 |

Federal Share

0.00%

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

B. Project Description

MTC 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 DOT in fulfilling its efforts to achieve Environmental Justice as outlined in Executive Order 12898, DOT Order 5610.2(a) and related FTA/FHWA guidance.

The objective of this work element is to support MTC's Title VI and Environmental Justice activities.

C. Project Products

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

D. Previous Accomplishments and Links to Relevant Products

Beneficiary Notifications:

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

available services, including the availability of language assistance services. [MTC's triennial Title VI report can be found at the following link: https://mtc.ca.gov/sites/default/files/documents/2023-11/Title_VI_Triennial_Report_2023_MTC_FTA.pdf](https://mtc.ca.gov/sites/default/files/documents/2023-11/Title_VI_Triennial_Report_2023_MTC_FTA.pdf)

- In October 2023, the Commission approved MTC's 2020 Compliance Report, and it was submitted to the FTA in November 2023 as required under FTA Title VI Circular 4702.1B. The Final Program along with all the appendices is posted on MTC's web site at: https://mtc.ca.gov/sites/default/files/Title_VI_Triennial_Report_2020.pdf.
- MTC updated its analysis and outreach necessary to review and update the 2013 Language Assistance Plan (LAP), finalized the Revised LAP 2019 in June 2019. The 2019 Plan for Special Language Services to Limited English Proficient (LEP) Populations can be accessed by a link available at: https://mtc.ca.gov/sites/default/files/MTC_2019_Plan_for_Providing_Special_Language_Services_to_LEP_Population_-_Final.pdf.

Public Participation Plan (PPP):

- MTC's current PPP was adopted in June 2023. This document informs interested residents on how to engage in the range of MTC's planning work and funding allocations and includes a framework for public outreach and involvement for the update to Plan Bay Area — the region's long-range transportation and land use blueprint. Specific information about the Plan Bay Area update is included as Appendix A to the 2018 Public Participation Plan. The Final 2023 PPP can be viewed at: <http://www.mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

Plan Bay Area 2050 Equity Analysis:

- In collaboration with Bay Area residents, especially historically underserved populations, the Regional Equity Working Group, MTC's Policy Advisory Council and various partner agencies and working groups, MTC and ABAG developed Plan Bay Area 2050 as a long-range plan that is poised to accommodate future housing 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 is designed to meet and exceed federal and state requirements, and ultimately serve 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](#) reflects on the equity lens approach used in the planning process. The report summarizes all the equity-focused components that are weaved into the plan strategies, identifies the share of planned investments that directly benefit households with low incomes and analyzes forecasted outcomes of the plan and its impact on existing disparities in the region. The analysis also demonstrates MTC's compliance with federal requirements related to Title VI and environmental justice (EJ) in the regional transportation plan 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 historically underserved populations.

Other Activities:

- Implement regional programs that invest strategically to enhance mobility for communities of concern and transportation-disadvantaged populations.
- Pursue state and federal advocacy initiatives related to supporting and improving the region's affordable housing and transportation options.
- Integrated regional indicators related to affordability, employment and environmental justice as part of the region's broader performance monitoring program Vital Signs, discussed further in WE 1212: <https://www.vitalsigns.mtc.ca.gov/>.
- Developed guidelines for Cycle 6 of MTC's [Lifeline Transportation Program](#) based on issues, needs, and priorities; discussed further in WE 1310.
- Assisted county transportation agencies with data and analysis to support the development of Countywide Transportation Plans.

- Provided technical assistance 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 technical assistance to 5310 sub recipients and program applicants.

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|--|-------------------|--|---------------|------------|----------|
| 1 | Develop and implement public outreach activities as appropriate that engage Title VI/EJ/LEP communities in the implementation of Plan Bay Area. | Staff | Meeting agendas and notes Presentation Materials Staff reports | General Funds | 07/01/24 | 06/30/25 |
| 2 | Continue to prepare all necessary Title VI/EJ/ reports and analyses. | Staff | Meeting agendas and notes Presentation Materials Staff reports | General Funds | 07/01/24 | 06/30/25 |
| 3 | Continue to work with Policy Advisory Council, the Bay Area Partnership, and other stakeholder groups on actions that will advance equity and environmental justice in the region. | Staff | Staff reports Presentation Materials to Policy Advisory Council Technical reports Meeting agendas and notes | General Funds | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

- As needed Title VI/EJ reports and analyses.
- Continue to coordinate and oversee activities related to the New Freedom and Lifeline Transportation Program.
- Continue to work with Policy Advisory Council, the Bay Area Partnership, and the RTP/SCS Equity Working Group on actions that will advance environmental justice in the region.
- Continue to meet with the Title VI working group on a quarterly basis.
- Public outreach activities that engage Title VI, EJ and LEP communities in the implementation of the regional transportation plan.
- Research best practices around the nation for any other investment/equity analysis methods. Consider EJ principles and Plan Bay Area Equity Analysis findings in developing implementation activities for the RTP/Sustainable Communities Strategy.
- Include appropriate Title VI/nondiscrimination language in all appropriate contracts.
- Continue to work with MTC Policy Advisory Council and other regional partners and stakeholders in advancing equity and environmental justice principles through MTC's Equity Platform (<https://mtc.ca.gov/about-mtc/what-mtc/mtc-abag-equity-platform>) in the metropolitan planning process and related to the RTP/SCS.

- Research best practices around the nation for any other investment/equity analysis methods.

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Work Element 1514: Regional Assistance Program and Project Reviews

Project Manager: Raleigh McCoy

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|---------------------|
| Salaries | \$ 460,294 |
| Benefits | 195,626 |
| Indirect | 366,462 |
| Consultants | 665,072 |
| | |
| Total Expenses | \$ 1,687,454 |

| Revenues | FY 2024-25 Budget |
|--------------------------------|---------------------|
| State Transit Assistance (STA) | \$ 1,156,476 |
| General Fund | 530,978 |
| | |
| Total Revenues | \$ 1,687,454 |

Federal Share

0.00%

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

B. Project Description

MTC allocates transportation assistance funds and administers and accounts for these funds, including Transportation Development Act Local Transportation Fund (TDA), 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 Muni pursuant to Public Utilities Code Section 29142.2(b); and various toll bridge-related revenues to support public transportation programs and projects. Administration of these funds requires development, maintenance and distribution of fund application forms and instructions; related financial accounting; evaluation of fund applications ("claims"); development of materials to support allocation recommendations to the Commission; assistance to applicants in compliance with procedural, regulatory and statutory requirements.

Pursuant to PUC Section 99246, administration of TDA and STA funds requires MTC's oversight of the Triennial Performance Audits of transit operators and MTC (independent audits are conducted annually on a rotating basis affecting a specified group of operators). MTC conducts audits of claimants to ensure compliance with laws, regulations, and administrative requirements. Pursuant to PUC Section 99244, MTC must annually identify, analyze and recommend potential productivity improvements. MTC annually adopts a Productivity Improvement Program (PIP) to comply with PUC Section 99244. The PIP requirement was suspended for FY 2020-21–FY 2022-23, resuming in FY 2023-24.

MTC has discretion over the population-based portion of STA funds (PUC Section 99313) and retains a portion of these funds pursuant to PUC Section 99313.6(d). These funds are used to implement projects that enhance transit

coordination such as Clipper, Clipper START, a 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)
- Quarterly report of the allocations through Executive Director's Delegation of Authority
- Triennial Performance Audit of a portion of Bay Area operators on a rolling basis
- Productivity Improvement Program
- STA Regional Coordination Program

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 2023-24 and occur annually.

- 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)
 - Occurs on a monthly basis (see example: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6613843&GUID=AF6D1423-2135-49BE-9863-165A2444D98E>)
- Quarterly report of the allocations through Executive Director's Delegation of Authority
 - Q1: <https://mtc.legistar.com/gateway.aspx?M=F&ID=04f5c215-eaf4-46ac-a8a3-b7458de4b3df.pdf>
 - Q2: <https://mtc.legistar.com/gateway.aspx?M=F&ID=ac7a78c6-f224-4e06-90f1-f53f591659a7.pdf>
 - Q3: <https://mtc.legistar.com/gateway.aspx?M=F&ID=3865879b-c341-4ee9-8311-78762c1d1428.pdf>
 - Q4 (not available until after 6/30/24)
- 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>
- Productivity Improvement Program: <https://mtc.ca.gov/digital-library/5028118-mtc-resolution-no-4630>
- STA Regional Coordination Program: <https://mtc.legistar.com/gateway.aspx?M=F&ID=2ace1ed3-1731-4a17-b460-0ddf000ebfaa.pdf>

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|---|-------------------|--|------------------------------|------------|----------|
| 1 | Review and process ongoing requests for TDA, STA, RM 2 Operating, and RM3 Operating funds | Staff | Allocation Resolutions and Amendments to Resolutions | RM 2/ RM 3/STA/ General Fund | 05/01/24 | 06/30/25 |
| 2 | Quarterly Report of allocations by DA | Staff | Quarterly Report of the DA | RM 2/ RM 3/STA/ General Fund | 10/01/24 | 06/30/25 |

| | | | | | | |
|---|---|---|--|------------------------------|----------|----------|
| 3 | Conduct Triennial Audits for FY 2023-24 | Consultant (Pierlott & Associates, LLC) | Draft and Final Triennial Audit Report | General Fund | 07/01/24 | 06/30/25 |
| 4 | Develop and Adopt Productivity Improvement Program (PIP) | Staff | Resolution and PIP | General Fund | 10/01/24 | 03/31/25 |
| 5 | Update and distribution claim forms to request TDA and STA for FY 2025-26 | Staff | FY2025-26 Claim Forms | RM 2/ RM 3/STA/ General Fund | 01/15/25 | 03/31/25 |
| 6 | Adopt STA Regional Coordination Program of projects for FY 2025-26 | Staff | Resolution and Program of Projects | STA/ General Fund | 01/01/25 | 05/24/25 |
| 7 | Develop external-facing Transit Operating Allocations Portal | Consultant (Not Selected) | Web Portal | STA | 07/01/24 | 06/30/25 |

F. Anticipated Future Activities (FY 2025-26)

Tasks 1-6 are ongoing work. Same work products as FY 2024-25. Task 7 is a one-time effort, which may require multiple fiscal years to define the scope and implement.

G. Federal Planning Factors Addressed

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Complete Streets
- Planning and Environment Linkages (PEL)

Work Element 1618: Affordable Mobility Pilot Program (CARB)

Project Manager: Krute Singa/Therese Trivedi

A. Budget

| Expenses | FY 2024-25 Budget |
|-----------------------|-------------------|
| Salaries | \$ 15,558 |
| Benefits | 6,612 |
| Indirect | 12,386 |
| | |
| Total Expenses | \$ 34,556 |

| Revenues | FY 2024-25 Budget |
|-----------------------|-------------------|
| General Fund | \$ 34,556 |
| | |
| Total Revenues | \$ 34,556 |

Federal Share

0.00%

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

B. Project Description

The Car Sharing and Mobility Hubs in Affordable Housing Pilot Project (Project) has several key goals and objectives including:

- Reducing greenhouse gas emissions (GHGs) and criteria pollutants from the combination of reduced vehicle trips and use of electric vehicles (EVs) rather than internal combustion engine vehicles.
- Reducing private vehicle ownership and vehicle miles traveled (VMT) in the communities and reducing the transportation costs for residents.
- Increasing access for low-income residents to economic opportunity, medical facilities, schools, parks, grocery stores and other daily needs.
- Gathering credible data on vehicle ownership. This will help inform cities and developers on right-sized parking for affordable housing developments that include a suite of mobility options.
- Creating a sustainable and viable mobility program for affordable homes that is similar in scope and impact to the most innovative Travel Demand Management (TDM) programs integrated into some market-rate developments.

The Project provides battery electric vehicles and electric charging stations along with a suite of mobility options such as bikeshare, transit passes, electric bicycles, credit for taxi and Lyft Line trips to transit, GIG (one-way car share) and other rideshare solutions at three affordable housing sites in disadvantaged communities (DACs) in the cities of Oakland, Richmond and San Jose.

This Project is funded by the California Air Resources Board (CARB) and will offer affordable transportation options to meet the travel needs of under-served low-income residents in the region, while reducing GHGs,

improving health outcomes, and creating a new model for affordable housing development. These mobility options will be coupled with effective travel training and outreach to support resident choices reducing vehicle trips, especially in internal combustion engine vehicles, while moving away from private vehicle ownership.

C. Project Products

Mobility hubs at three affordable housing communities. Each site has a unique set of mobility options:

- Richmond: Lyft ride credits, bike education, Clipper START (discounts on transit services)
- Oakland: AC Transit universal pass, Lyft ride credits, Clipper START (discounts on transit services)
- San Jose: Lyft ride credits, Clipper START (discounts on transit services), EV Chargers, bike room, bike education, EV carshare, TransitScreen for real time transit information

D. Previous Accomplishments and Links to Relevant Products

Betty Ann Gardens (San Jose)

The project team supported First Community Housing (FCH) to install a TransitScreen, construct a bike room and install electric vehicle chargers.

Nystrom Neighborhood (Richmond)

The City of Richmond installed chargers, which were promptly vandalized. Considering options for replacement.

Lyons Creek Crossing (Oakland)

The East Bay Asian Local Development Corporation (EBALDC) is moving forward with the AC Transit Easy Pass program to administer free transit passes to Lion Creek Crossings (Oakland) residents.

Lyft Ride Pass Program to Essential Services

From October to December 2022, residents across Lion Creek Crossings (Oakland) and Betty Ann Gardens (San José) project sites took over 40 single rides (nine trips were shared rides) using the “Lyft Ride Pass Program to Essential Services.” The average cost of the Lyft rides during the quarter was approximately \$15.00, and residents traveled an average of 5 miles to or from the mobility hub's project sites.

Mobility Hubs Pilot Website

The project team developed a website for residents to sign up for the various mobility programs.

All program information and sign up forms can be found at the project website for all three sites:

<https://www.mobilityhubspilot.org/>

E. Work Plan (FY 2024-25)

| Task No. | Description | Responsible Party | Work Products | Fund Source | Start Date | End Date |
|----------|--|-------------------|---|--------------|------------|----------|
| 1 | Program Design | Staff | <ul style="list-style-type: none">Detailed program and implementation strategy with site specific partner and resident inputConfirm sites for participationSupport partnerships (Project Advisory Committee (PAC) and Resident Engagement and Site Level Teams) | General Fund | 07/01/24 | 06/31/25 |
| 2 | Program Implementation | Staff | <ul style="list-style-type: none">Implement programs at each site with vendors | General Fund | 07/01/24 | 06/31/25 |
| 3 | Outreach and Education | Staff | <ul style="list-style-type: none">Communication & outreach plan for community and partnership cultivationTraining sessions with residents and one on one sessions | General Fund | 07/01/24 | 06/31/25 |
| 4 | Resident Surveys, Data Collection and Evaluation | Staff | <ul style="list-style-type: none">Survey design, implementation and analysis at each site | General Fund | 07/01/24 | 06/31/25 |
| 5 | Project Administration | Staff | <ul style="list-style-type: none">Ongoing project coordination, reporting and invoicingDraft Final ReportFinal Disbursement | General Fund | 07/01/24 | 06/31/25 |

F. Anticipated Future Activities (FY 2025-26)

For all three sites:

- EV charger implementation
- EV carshare
- Transit pass implementation
- Bikeshare and scooter share implementation
- Outreach and education

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement

MTC BUDGET SUMMARY

FY 2024–2025

| FY 2024-25 Overall Work Program (OWP) Expense Estimates | | | | | |
|---|--------------|--------------------|------------|-----------------|-------------|
| | Total Budget | Salaries, Benefits | Indirect | Other Operating | Consultants |
| 1112 Implement Public Information Program and Tribal Government Coordination | 8,001,371 | 3,468,513 | 1,937,858 | - | 2,595,000 |
| 1113 Support the Partnership Board | 699,917 | 449,039 | 250,878 | - | - |
| 1121 Regional Transportation Plan/Sustainable Communities Strategy | 18,678,170 | 2,709,849 | 1,521,544 | - | 14,446,777 |
| 1122 Analyze Regional Data Using GIS and Planning Models | 7,621,425 | 3,847,068 | 2,149,357 | 57,000 | 1,568,000 |
| 1124 Regional Goods Movement | 124,924 | 84,991 | 39,933 | - | - |
| 1125 Active Transportation Planning | 6,375,824 | 228,282 | 127,542 | - | 6,020,000 |
| 1127 Regional Trails | 4,337,647 | 451,414 | 252,205 | - | 3,634,028 |
| 1212 Performance Measurement and Monitoring | 651,674 | 241,659 | 135,015 | - | 275,000 |
| 1412 Transportation Conformity and Air Quality Planning | 424,935 | 272,621 | 152,314 | - | - |
| 1413 Climate Initiatives | 30,321,380 | 1,011,984 | 565,396 | - | 28,744,000 |
| 1511 Conduct Financial Analysis and Planning | 730,658 | 468,761 | 261,897 | - | - |
| 1512 Federal Programming, Monitoring and TIP Management | 2,948,079 | 1,891,370 | 1,056,709 | - | - |
| 1517 Transit Sustainability Planning | 2,572,173 | 822,591 | 459,582 | - | 1,290,000 |
| 1522 SFMTA Muni Metro Modernization Planning Study | 1,200,000 | - | - | - | 1,200,000 |
| 1611 Regional Growth Framework Planning and Implementation | 50,679,270 | 1,398,132 | 781,138 | - | 48,500,000 |
| 1621 Transit Regional Network Management | 12,898,764 | 2,511,691 | 1,403,282 | - | 8,983,791 |
| 1622 Next-Generation Bay Area Freeways Study | 705,557 | 221,695 | 123,862 | - | 360,000 |
| 1623 SF Freeway Network Management Study | 625,000 | - | - | - | 625,000 |
| 1626 One-Seat Ride Pilot Evaluation | 395,346 | 30,215 | 15,131 | - | 350,000 |
| Funded by the Consolidated Planning Grant (CPG) | 149,992,114 | 20,109,875 | 11,233,643 | 57,000 | 118,591,596 |
| 1233 Transportation Asset Management (TAM) Program | 22,620,272 | 497,384 | 277,888 | - | 21,845,000 |
| 1515 State Programming, Monitoring and STIP Development | 1,582,591 | 854,938 | 477,653 | - | 250,000.00 |
| 1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning | 1,351,299 | 569,473 | 318,164 | 34,500 | 429,162 |
| Funded by Federal/State Grants and Local Sources | 25,554,162 | 1,921,795 | 1,073,705 | 34,500 | 22,524,162 |
| 1114 Support Policy Advisory Council | 270,685 | 173,661 | 97,024 | - | - |
| 1128 Resilience and Hazards Planning | 348,895 | 201,382 | 112,513 | - | 35,000 |
| 1131 Develop an Effective Legislative Program | 1,225,239 | 786,065 | 439,174 | - | - |
| 1132 Advocate Legislative Programs | 513,000 | - | - | - | 513,000 |
| 1156 Library Services | 338,678 | 217,282 | 121,396 | - | - |
| 1310 Equity, Access and Mobility Planning and Programs | 1,920,356 | 253,645 | 141,711 | - | 1,525,000 |
| 1311 Means Based Fare Program | 3,932,378 | - | - | - | 3,932,378 |
| 1312 Support Title VI and Environmental Justice | 312,265 | 152,220 | 85,045 | - | 75,000 |
| 1514 Regional Assistance Programs and Project Reviews | 1,687,454 | 655,920 | 366,462 | - | 665,072 |
| 1618 Affordable Mobility Pilot Program (CARB) | 34,556 | 22,170 | 12,386 | - | - |
| Funded by State and Local Sources | 10,583,506 | 2,462,345 | 1,375,711 | - | 6,745,450 |
| | | | | | |
| Total Expense Estimates | 186,129,782 | 24,494,015 | 13,683,059 | 91,500 | 147,861,208 |

| FY 2024-25 Overall Work Program (OWP) Revenue Estimates | | (1) FHWA PL FY 24-25 | (1) FHWA PL FY 24-25 CS BIL | (2) FHWA PL FY 23-24 (C/O) | (2) FHWA PL FY 23-24 (C/O) CS BIL | (3) FTA 5303 FY 24-25 | (4) FTA 5303 FY 23-24 (C/O) | (4) FTA 5303 FY 22-23 (C/O) | FHWA SP&R FY 21-22 (C/O) | FHWA SP&R FY 24-25 | FTA 5304 FY 22-23 (C/O) | FTA 5304 FY 24-25 | RMRA SB 1 Sustainable Communities Formula FY 24-25 | RMRA SB 1 Sustainable Communities Formula FY 23-24 (C/O) |
|---|--------------------|-------------------------|--------------------------------|-------------------------------|--------------------------------------|--------------------------|--------------------------------|--------------------------------|-----------------------------|-----------------------------|----------------------------|----------------------------|--|--|
| | | Fund Sc# 1109 | Fund Sc# 1116 | Fund Sc# 1109 | Fund Sc# 1116 | Fund Sc# 1602 | Fund Sc# 1602 | Fund Sc# 1602 | Fund Sc# 1306 | Fund Sc# FHWA SP&R FY 25 | Fund Sc# 1615 | Fund Sc# FTA 5304 FY 25 | Fund Sc# SB1 FY25 | Fund Sc# 2223 |
| Funded by the Consolidated Planning Grant (CPG) | | | | | | | | | | | | | | |
| 1112 Implement Public Information Program and Tribal Government Coordination | 8,001,371 | - | - | - | - | 1,761,152 | - | - | - | - | - | - | - | - |
| 1113 Support the Partnership Board | 699,917 | 272,451 | - | - | - | - | - | - | - | - | - | - | - | - |
| 1121 Regional Transportation Plan/Sustainable Communities Strategy | 18,678,170 | 2,475,781 | - | - | - | 244,341 | - | - | - | - | - | - | 849,382 | 448,674 |
| 1122 Analyze Regional Data Using GIS and Planning Models | 7,621,425 | 1,666,370 | - | 1,446,928 | - | 826,444 | 1,139,476 | - | - | - | - | - | - | - |
| 1124 Regional Goods Movement | 124,924 | 124,924 | - | - | - | - | - | - | - | - | - | - | - | - |
| 1125 Active Transportation Planning | 6,375,824 | - | 246,581 | - | 109,243 | - | - | - | - | - | - | - | - | - |
| 1127 Regional Trails | 4,337,647 | 276,446 | - | - | - | - | - | - | - | - | - | - | - | - |
| 1212 Performance Measurement and Monitoring | 651,674 | 376,674 | - | - | - | - | - | - | - | - | - | - | - | - |
| 1412 Transportation Conformity and Air Quality Planning | 424,935 | 355,824 | - | 69,111 | - | - | - | - | - | - | - | - | - | - |
| 1413 Climate Initiatives | 30,321,380 | 675,544 | - | - | - | - | - | - | - | - | - | - | - | - |
| 1511 Conduct Financial Analysis and Planning | 730,658 | 251,383 | - | - | - | 90,613 | - | - | - | - | - | - | - | - |
| 1512 Federal Programming, Monitoring and TIP Management | 2,948,079 | 1,767,079 | - | - | - | 427,652 | - | - | - | - | - | - | - | - |
| 1517 Transit Sustainability Planning | 2,572,173 | 426,224 | - | - | - | 1,281,722 | - | 157,085 | - | - | - | - | - | - |
| 1522 SFMTA Muni Metro Modernization Planning Study | 1,200,000 | - | - | - | - | - | - | - | - | - | 500,000 | - | - | - |
| 1611 Regional Growth Framework Planning and Implementation | 50,679,270 | 778,638 | - | - | - | 74,638 | - | - | - | - | - | - | 1,221,868 | - |
| 1621 Transit Regional Network Management | 12,898,764 | 169,339 | - | - | - | 259,168 | - | - | - | - | - | - | - | - |
| 1622 Next-Generation Bay Area Freeways Study | 705,557 | - | - | - | - | - | - | - | 25,000 | - | - | - | - | - |
| 1623 SF Freeway Network Management Study | 625,000 | - | - | - | - | - | - | - | - | 500,000 | - | - | - | - |
| 1626 One-Seat Ride Pilot Evaluation | 395,346 | - | - | - | - | - | - | - | - | - | - | 350,000 | - | - |
| Total Funded by the Consolidated Planning Grant (CPG) | 149,992,114 | 9,616,677 | 246,581 | 1,516,039 | 109,243 | 4,965,730 | 1,139,476 | 157,085 | 25,000 | 500,000 | 500,000 | 350,000 | 2,071,250 | 448,674 |
| Funded by Federal/State Grants and Local Sources | | | | | | | | | | | | | | |
| 1233 Transportation Asset Management (TAM) Program | 22,620,272 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1515 State Programming, Monitoring and STIP Development | 1,582,591 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning | 1,351,299 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Funded by Federal/State Grants and Local Sources | 25,554,162 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Funded by State and Local Sources | | | | | | | | | | | | | | |
| 1114 Support Policy Advisory Council | 270,685 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1128 Resilience and Hazards Planning | 348,895 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1131 Develop an Effective Legislative Program | 1,225,239 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1132 Advocate Legislative Programs | 513,000 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1156 Library Services | 338,678 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1310 Equity, Access and Mobility Planning and Programs | 1,920,356 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1311 Means Based Fare Program | 3,932,378 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1312 Support Title VI and Environmental Justice | 312,265 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1514 Regional Assistance Programs and Project Reviews | 1,687,454 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 1618 Affordable Mobility Pilot Program (CARB) | 34,556 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Funded by State and Local Sources | 10,583,506 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenue Estimates | 186,129,782 | 9,616,677 | 246,581 | 1,516,039 | 109,243 | 4,965,730 | 1,139,476 | 157,085 | 25,000 | 500,000 | 500,000 | 350,000 | 2,071,250 | 448,674 |

(1): FHWA PL T.C. Match \$1,103,033
(2): FHWA PL T.C. Match C/O \$173,890
(3): FTA 5303 PL T.C. Match \$569,569
(4): FTA 5303 PL T.C. Match C/O \$148,716
Total \$1,995,208

| FY 2024-25 Overall Work Program (OWP) Revenue Estimates | | | | | | | | | | | | | | | | | |
|---|-------------|---------------------|------------------------------|---------------------|------------------------------|---------|---------|---------|---------|-----------|---------|---------------------|----------------|--------------|-----------|-----------|-----|
| | | 2% Transit Transfer | 2% Transit Transfer - New | 5% Transit Transfer | 5% Transit Transfer - New | ABAG | BAAQMD | BAIFA | BATA | Marketing | BATA | Coastal Conservancy | Exchange Funds | General Fund | HOV | LCTOP | PMP |
| | | | | | | | | | | | | | | | | | |
| Funded by the Consolidated Planning Grant (CPG) | | | | | | | | | | | | | | | | | |
| 1112 Implement Public Information Program and Tribal Government Coordination | 8,001,371 | - | - | - | - | - | - | 50,000 | 377,000 | 493,000 | - | - | 5,320,219 | - | - | - | |
| 1113 Support the Partnership Board | 699,917 | - | - | - | - | - | - | - | - | - | - | - | 427,466 | - | - | - | |
| 1121 Regional Transportation Plan/Sustainable Communities Strategy | 18,678,170 | - | - | - | - | - | - | - | - | - | - | - | 2,839,215 | - | - | - | |
| 1122 Analyze Regional Data Using GIS and Planning Models | 7,621,425 | - | - | - | - | - | 293,757 | - | - | - | - | - | 1,658,450 | 450,000 | - | - | |
| 1124 Regional Goods Movement | 124,924 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 1125 Active Transportation Planning | 6,375,824 | - | - | - | - | - | - | - | - | - | - | 960,000 | - | - | - | - | |
| 1127 Regional Trails | 4,337,647 | 36,113 | 450,000 | 220,000 | 293,145 | - | - | - | - | 200,000 | 549,770 | - | 360,712 | - | - | - | |
| 1212 Performance Measurement and Monitoring | 651,674 | - | - | - | - | - | - | - | - | - | - | - | 275,000 | - | - | - | |
| 1412 Transportation Conformity and Air Quality Planning | 424,935 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 1413 Climate Initiatives | 30,321,380 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 1511 Conduct Financial Analysis and Planning | 730,658 | - | - | - | - | - | - | - | - | - | - | - | 219,323 | - | - | - | |
| 1512 Federal Programming, Monitoring and TIP Management | 2,948,079 | - | - | - | - | - | - | - | - | - | - | - | 338,679 | - | - | - | |
| 1517 Transit Sustainability Planning | 2,572,173 | - | - | - | - | - | - | - | - | - | - | - | 112,018 | - | - | - | |
| 1522 SFMTA Muni Metro Modernization Planning Study | 1,200,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 1611 Regional Growth Framework Planning and Implementation | 50,679,270 | - | - | - | - | - | - | - | - | - | - | 2,420,196 | 148,790 | - | - | - | |
| 1621 Transit Regional Network Management | 12,898,764 | 275,018 | - | - | - | - | - | - | - | - | - | - | 2,190,735 | - | - | - | |
| 1622 Next-Generation Bay Area Freeways Study | 705,557 | - | - | - | - | - | - | 138,223 | - | - | - | - | 542,334 | - | - | - | |
| 1623 SF Freeway Network Management Study | 625,000 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 1626 One-Seat Ride Pilot Evaluation | 395,346 | | | | | | | | | | | | 45,346 | | | | |
| Total Funded by the Consolidated Planning Grant (CPG) | 149,992,114 | 311,131 | 450,000 | 220,000 | 293,145 | - | 293,757 | 188,223 | 377,000 | 693,000 | 549,770 | 3,380,196 | 14,478,287 | 450,000 | - | - | |
| | | | | | | | | | | | | | | | | | |
| Funded by Federal/State Grants and Local Sources | | | | | | | | | | | | | | | | | |
| 1233 Transportation Asset Management (TAM) Program | 22,620,272 | - | - | - | - | - | - | - | - | - | - | 4,080,000 | 845,272 | - | - | 2,500,000 | |
| 1515 State Programming, Monitoring and STIP Development | 1,582,591 | - | - | - | - | - | - | - | - | - | - | - | 466,744 | - | - | - | |
| 1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning | 1,351,299 | - | - | - | - | 202,695 | 472,954 | - | - | - | - | - | 472,955 | - | - | - | |
| Total Funded by Federal/State Grants and Local Sources | 25,554,162 | - | - | - | - | 202,695 | 472,954 | - | - | - | - | 4,080,000 | 1,784,971 | - | - | 2,500,000 | |
| | | | | | | | | | | | | | | | | | |
| Funded by State and Local Sources | | | | | | | | | | | | | | | | | |
| 1114 Support Policy Advisory Council | 270,685 | - | - | - | - | - | - | - | - | - | - | - | 270,685 | - | - | - | |
| 1128 Resilience and Hazards Planning | 348,895 | - | - | - | - | - | - | - | - | - | - | - | 348,895 | - | - | - | |
| 1131 Develop an Effective Legislative Program | 1,225,239 | - | - | - | - | - | - | - | - | - | - | - | 1,225,239 | - | - | - | |
| 1132 Advocate Legislative Programs | 513,000 | - | - | - | - | - | - | - | - | 63,000 | - | - | 396,000 | - | - | - | |
| 1156 Library Services | 338,678 | - | - | - | - | - | - | - | - | - | - | - | 338,678 | - | - | - | |
| 1310 Equity, Access and Mobility Planning and Programs | 1,920,356 | - | - | - | - | - | - | - | - | - | - | 1,500,000 | 420,356 | - | - | - | |
| 1311 Means Based Fare Program | 3,932,378 | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,832,378 | - | |
| 1312 Support Title VI and Environmental Justice | 312,265 | - | - | - | - | - | - | - | - | - | - | - | 312,265 | - | - | - | |
| 1514 Regional Assistance Programs and Project Reviews | 1,687,454 | - | - | - | - | - | - | - | - | - | - | - | 530,978 | - | - | - | |
| 1618 Affordable Mobility Pilot Program (CARB) | 34,556 | - | - | - | - | - | - | - | - | - | - | - | 34,556 | - | - | - | |
| Total Funded by State and Local Sources | 10,583,506 | - | - | - | - | - | - | - | - | 63,000 | - | 1,500,000 | 3,877,652 | - | 1,832,378 | - | |
| | | | | | | | | | | | | | | | | | |
| Total Revenue Estimates | 186,129,782 | 311,131 | 450,000 | 220,000 | 293,145 | 202,695 | 766,711 | 188,223 | 377,000 | 756,000 | 549,770 | 8,960,196 | 20,140,910 | 450,000 | 1,832,378 | 2,500,000 | |

(1): FHWA PL T.C. Match \$1,103,033

(2): FHWA PL T.C. Match C/O \$173,890

(3): FTA 5303 PL T.C. Match \$569,569

(4): FTA 5303 PL T.C. Match C/O \$148,716

Total \$1,995,208

| FY 2024-25 Overall Work Program (OWP) Revenue Estimates | | | | | | | | | | | | |
|---|--------------------|------------------|---------------|----------------|--|------------------|---|--------------------|------------------|-------------------------------------|-----------------|--------------------|
| | | RM2 Capital | SAFE | SB125 | SFMTA Local Funding (Local Match for SFMTA) | STA | State Transit Assistance (STA) Exchange Fund | STBG | STIP - PPM | U.S. National Science Foundation | SFCTA Prop L | FHWA PL & FTA 5303 |
| | | | | | | | | | | | | Toll Credit |
| Funded by the Consolidated Planning Grant (CPG) | | | | | | | | | | | | |
| 1112 Implement Public Information Program and Tribal Government Coordination | 8,001,371 | - | - | - | - | - | - | - | - | - | - | 202,004 |
| 1113 Support the Partnership Board | 699,917 | - | - | - | - | - | - | - | - | - | - | 31,250 |
| 1121 Regional Transportation Plan/Sustainable Communities Strategy | 18,678,170 | - | - | - | - | - | - | 11,820,777 | - | - | - | 311,998 |
| 1122 Analyze Regional Data Using GIS and Planning Models | 7,621,425 | - | - | - | - | - | - | - | - | 140,000 | - | 582,587 |
| 1124 Regional Goods Movement | 124,924 | - | - | - | - | - | - | - | - | - | - | 14,329 |
| 1125 Active Transportation Planning | 6,375,824 | - | - | - | - | - | - | 5,060,000 | - | - | - | - |
| 1127 Regional Trails | 4,337,647 | - | - | - | - | 95,000 | - | 1,856,461 | - | - | - | 31,708 |
| 1212 Performance Measurement and Monitoring | 651,674 | - | - | - | - | - | - | - | - | - | - | 43,204 |
| 1412 Transportation Conformity and Air Quality Planning | 424,935 | - | - | - | - | - | - | - | - | - | - | 48,740 |
| 1413 Climate Initiatives | 30,321,380 | - | - | - | - | - | - | 29,645,836 | - | - | - | 77,485 |
| 1511 Conduct Financial Analysis and Planning | 730,658 | - | - | - | - | 169,339 | - | - | - | - | - | 39,227 |
| 1512 Federal Programming, Monitoring and TIP Management | 2,948,079 | - | - | - | - | - | - | 414,669 | - | - | - | 251,736 |
| 1517 Transit Sustainability Planning | 2,572,173 | - | - | - | - | 56,446 | - | 538,678 | - | - | - | 213,919 |
| 1522 SFMTA Muni Metro Modernization Planning Study | 1,200,000 | - | - | - | 700,000 | - | - | - | - | - | - | - |
| 1611 Regional Growth Framework Planning and Implementation | 50,679,270 | - | - | - | - | - | - | 46,035,140 | - | - | - | 97,871 |
| 1621 Transit Regional Network Management | 12,898,764 | 1,205,773 | - | 502,765 | - | 4,368,610 | 3,250,000 | 677,356 | - | - | - | 49,150 |
| 1622 Next-Generation Bay Area Freeways Study | 705,557 | - | - | - | - | - | - | - | - | - | - | - |
| 1623 SF Freeway Network Management Study | 625,000 | - | - | - | - | - | - | - | - | - | 125,000 | - |
| 1626 One-Seat Ride Pilot Evaluation | 395,346 | | | | | | | | | | | |
| Total Funded by the Consolidated Planning Grant (CPG) | 149,992,114 | 1,205,773 | - | 502,765 | 700,000 | 4,689,395 | 3,250,000 | 96,048,917 | - | 140,000 | 125,000 | 1,995,208 |
| Funded by Federal/State Grants and Local Sources | | | | | | | | | | | | |
| 1233 Transportation Asset Management (TAM) Program | 22,620,272 | - | - | - | - | - | - | 15,195,000 | - | - | - | - |
| 1515 State Programming, Monitoring and STIP Development | 1,582,591 | - | - | - | - | - | - | - | 1,115,847 | - | - | - |
| 1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning | 1,351,299 | - | - | - | - | - | - | 202,695 | - | - | - | - |
| Total Funded by Federal/State Grants and Local Sources | 25,554,162 | - | - | - | - | - | - | 15,397,695 | 1,115,847 | - | - | - |
| Funded by State and Local Sources | | | | | | | | | | | | |
| 1114 Support Policy Advisory Council | 270,685 | - | - | - | - | - | - | - | - | - | - | - |
| 1128 Resilience and Hazards Planning | 348,895 | - | - | - | - | - | - | - | - | - | - | - |
| 1131 Develop an Effective Legislative Program | 1,225,239 | - | - | - | - | - | - | - | - | - | - | - |
| 1132 Advocate Legislative Programs | 513,000 | - | 54,000 | - | - | - | - | - | - | - | - | - |
| 1156 Library Services | 338,678 | - | - | - | - | - | - | - | - | - | - | - |
| 1310 Equity, Access and Mobility Planning and Programs | 1,920,356 | - | - | - | - | - | - | - | - | - | - | - |
| 1311 Means Based Fare Program | 3,932,378 | - | - | - | - | 2,100,000 | - | - | - | - | - | - |
| 1312 Support Title VI and Environmental Justice | 312,265 | - | - | - | - | - | - | - | - | - | - | - |
| 1514 Regional Assistance Programs and Project Reviews | 1,687,454 | - | - | - | - | 1,156,476 | - | - | - | - | - | - |
| 1618 Affordable Mobility Pilot Program (CARB) | 34,556 | - | - | - | - | - | - | - | - | - | - | - |
| Total Funded by State and Local Sources | 10,583,506 | - | 54,000 | - | - | 3,256,476 | - | - | - | - | - | - |
| Total Revenue Estimates | 186,129,782 | 1,205,773 | 54,000 | 502,765 | 700,000 | 7,945,871 | 3,250,000 | 111,446,612 | 1,115,847 | 140,000 | 125,000 | 1,995,208 |

(1): FHWA PL T.C. Match \$1,103,033
(2): FHWA PL T.C. Match C/O \$173,890
(3): FTA 5303 PL T.C. Match \$569,569
(4): FTA 5303 PL T.C. Match C/O \$148,716
Total \$1,995,208

APPENDIX A — STATE AND FEDERALLY FUNDED COMPETITIVE GRANT PROJECTS

Caltrans Sustainable Transportation Planning Grant Program

FY 2021/2022 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: March 29, 2024 (RGAs), except where noted

- **VTA Transit-Oriented Development Access Study** (\$583,130)
Applicant: Santa Clara Valley Transportation Authority (VTA)
Description: The VTA will prepare a Transit-Oriented Development (TOD) Access Study that identifies multimodal access needs and improvements at six high-priority sites for TOD in San Jose and Gilroy: Capitol Station, Branham Station, Berryessa BART, future BART stations at 28th Street and Downtown San José, and Gilroy Transit Center. These TOD sites will undergo major development and intensification with the coming of BART service to San José, Caltrain service enhancements, and future high-speed rail in Gilroy. Four TOD sites have been identified for affordable housing projects, which could generate approximately 550 affordable housing units. VTA will lead the Project with Cities of San José and Gilroy, County of Santa Clara, BART, Caltrain, Caltrans and Community-Based Organizations as key stakeholders. We will conduct robust outreach that empowers each community to identify multimodal access opportunities. The Project will result in a prioritized list of improvements that increases accessibility and connectivity to the TOD sites.
- **Sustainable Transit Oriented Development Master Plan** (\$265,590)
Applicant: City of San Pablo
Description: The City of San Pablo Sustainable Transit Oriented Development (TOD) Master Plan will support regional housing and local/statewide greenhouse-gas reduction goals by creating a strategy and guiding policies for future TOD in San Pablo. A citywide TOD priority area will be created based on analysis of citywide affordable and multi-unit housing, housing opportunity zones identified by the sixth cycle Regional Housing Needs Assessment-mandated Housing Element update, and existing and proposed bus routes, and bicycle facilities. The plan will create and implement a community engagement plan—with a range of bilingual outreach components—to develop the priority area and a community TOD vision, including concept designs for areas near transit. Recommended policies and strategies for TOD implementation will focus on reducing parking demand, ensuring transportation resilience in the face of climate risks (e.g., annual flooding), incorporating statewide legislative changes, and leveraging funding opportunities and regional partnerships.
- **Walk Safe San Jose** (\$398,400)
Applicant: City of San José
Description: Walk Safe San José focuses on the four council districts with a

combined resident population just under 400,000 (as of the 2010 census) identified in the City's 2020 Vision Zero Action Plan with the most traffic fatalities and severe traffic injuries. Within this inner core of neighborhoods around downtown, the city proposes to work with a consultant on eight focus areas where bike and pedestrian injury data demonstrate that people walking and biking demand. Existing street design does not support safe pedestrian access; arterials are fast and wide, and fully signalized crosswalks are spaced far apart. This plan would address pedestrian safety deficiencies in San José's highest need areas

- **King Road Complete Streets Plan (\$399,270)**

Applicant: City of San Jose

Description: The King Road Complete Street Project aims to make King Road, one of San Jose's highest bus ridership corridors, a safer and more inviting place to walk, bike and take transit. The project will also focus on improving transit access and reliability for historically under resourced East San Jose neighborhoods and improve connections to key regional transportation hubs. With stakeholder and community input, the project will culminate in a phased approach complete street plan for King Road outlining quick build, near and long-term improvements for the corridor. Project supports goals of San Jose's Better Bike Plan, Vision Zero Plan, Valley Transportation Authorities Pedestrian Access to Transit Plan as one of San Jose's top corridors in need of safety and transit reliability improvements and aligns with Caltrans District 4 Pedestrian Plan.

- **San Mateo Complete Streets Plan (\$490,882)**

Applicant: City of San Mateo

Description: The San Mateo Complete Streets Plan will provide an actionable plan to transform the existing vehicle-centric circulation network to one that is designed for safety and access for all modes. The project will evaluate existing local and regional plans and facilities using a rigorous data analysis and community engagement process to identify gaps and deficiencies. This assessment will lead to development of priority focus areas centered on safety and equity, and multimodal infrastructure projects prioritized based on the goals that will be developed to guide the Plan. This comprehensive project list will be supplemented by a Complete Streets design guideline manual, supporting programs, funding options, and concept designs for the highest priority projects. The final product of the project is anticipated to be a plan ready for implementation that is reflective of the community's vision.

- North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study** (\$356,163)
Applicant: County of San Mateo
Description: This Study focuses on overcoming barriers to active transportation in the disadvantaged community of North Fair Oaks by: (1) Assessing the viability of alternative locations and designs for a new bicycle and pedestrian grade-separated rail crossing of the Caltrain Corridor, and (2) Identifying specific bicycle and pedestrian enhancements linking the crossing site to key destinations within the neighborhoods on both sides bifurcated by the tracks. An interdisciplinary group of key stakeholders from public agencies, local community-based organizations, businesses, and residents will collaborate to achieve key deliverables including: the community engagement plan, existing conditions/community needs analysis, alternatives development, evaluation criteria to identify preferred alternative, and draft and final studies. This Study will build upon high-level recommendations from the adopted 2011 North Fair Oaks Community Plan and the 2021 Unincorporated San Mateo County Active Transportation Plan for a new rail crossing, bicycle boulevards and pedestrian improvements in the Study area.
- Climate Action and Adaptation Plan** (\$434,682)
Applicant: Santa Clara Valley Transportation Authority (VTA)
Description: The Project will prepare a Climate Action and Adaptation Plan (CAAP) that identifies specific actions VTA could take to minimize contributions to climate change, as well as to adapt and build resilience to long-term climate impacts. The CAAP will consist of three major deliverables. First, it will identify risks to transportation assets due to sea level rise, wildfire, extreme heat, and other climate change impacts, and ways to protect those assets for the public good. Second, it will identify actions to reduce VTA's contribution to climate change to meet State greenhouse gas (GHG) reduction goals. Lastly, it will identify actions VTA could take as Santa Clara County's Congestion Management Agency (CMA), in collaboration with others, to reduce countywide emissions from transportation. The Project will engage agencies and community stakeholders, particularly those who depend on transit and disproportionately bear the burden of impacts.
- Active Communities Plan** (\$600,000)
Applicant: San Francisco Municipal Transportation Agency (SFMTA)
Sub-applicants: PODER; Tenderloin Community Benefit District; San Francisco Bicycle Coalition; Bayview Hunters Point Community Advocates; SoMa Filipinas

Description: The San Francisco Active Communities Plan (Plan) is a 2.5-year citywide equity-driven planning process to create the City's first comprehensive bike plan in 12 years. The scope of work was co-developed with our sub-applicant community partners to highlight San Francisco's most disadvantaged neighborhoods within a citywide effort. The Plan will formalize the use of new tools like Quick-Build projects, personal mobility devices, and COVID-response Slow Streets. In addition to broad citywide engagement, the Plan will co-build outreach with our sub-applicant partners to explore cultural, policy-based, and programmatic barriers to bicycling, including funding, access, safety, policing, gentrification, anti-blackness, racism, representation, and cultural barriers. The Plan will result in bike network infrastructure investment, programmatic/policy reforms, and revised design/policy guidelines to capture the full range of mobility devices that can be expected to legally use bike facilities.

- **Chinatown Complete Streets Project (\$500,000)**

Applicant: City of Oakland Department of Transportation

Description: Chinatown is a bustling neighborhood that is a centerpiece of Oakland's cultural identity. The Plan will work with the community to identify a set of key corridors, conduct outreach to reach consensus on multimodal upgrades to those streets, and complete the conceptual designs necessary to advance capital projects. This plan will engage local non-profits, residents, and businesses in Chinatown to craft a set of approved projects that meet the State's GHG reduction goals, are coordinated with planned development and regional projects, and reflect community priorities

- **Network Management -Planning for Implementation (\$500,000)**

Estimated Completion Date: June 30, 2024

Applicant: Metropolitan Transportation Commission

Description: A robust transit system and strong transit ridership are essential to realize California's emission reduction targets. With 27 transit operators serving the region, inconsistent fares, wayfinding, and schedules make using transit challenging, especially for transit dependent riders. A regional Network Management approach is proposed to better coordinate transit and the customer experience for the benefit of riders. In collaboration with Blue Ribbon Transit Recovery Task Force (BRTF) stakeholders, MTC proposes to further develop the Network Management recommendations contained in the BRTF's Transformation Action Plan. This proposed plan will confirm the Network Management roles, refine the Network Management structure, and provide implementation recommendations, including cost ranges. The BRTF (comprised of local elected officials, representatives from the state Senate and Assembly, the California State Transportation Agency, transit operators,

business and labor groups, and transit and social justice advocates) is anticipated to adopt a Transit Transformation Action Plan.

- **Next-Generation Bay Area Freeways Study** (\$500,000)

Estimated Completion Date: June 30, 2024

Applicant: Metropolitan Transportation Commission

Description: Toward modernizing the Bay Area's congested freeways into a next-generation multimodal network with improved mobility, environmental and equity outcomes, this study will explore "pathways" that pair freeway pricing mechanisms (such as all-lane tolling) with complementary strategies (such as means-based discounts, express buses, last-mile shuttles and bicycle programs). Consistent with the pricing strategy in Plan Bay Area 2050 and the California Transportation Plan, the study will build on past and ongoing pricing studies, produce materials to demonstrate benefits of pricing solutions, recommendations for optimal pathways and operational deployment of pricing, and recommendations for further analysis and implementation in prioritized sub-regions. A cross-functional team of MTC staff will lead the study, partnering with Caltrans, County Transportation Agencies, select transit agencies, outreach consultant(s) and community-based organizations.

FY 2022/2023 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2025 (RGAs), except where noted

- **Countywide Active Transportation Plan for Sonoma County** (\$525,000)
Applicant: Sonoma County Transportation Authority (SCTA)
Description: The Countywide Plan will guide and prioritize expenditure of an estimated \$3.1M in annual revenues dedicated to bicycle and pedestrian facilities through Go Sonoma Act, plus other sources under the purview of SCTA. This project includes full updates to six jurisdiction-level plans, which will be included under the umbrella of the Countywide Plan and exist as stand-alone plans. Priorities will be developed through countywide engagement, ensuring inclusion of disadvantaged communities. SCTA will engage all jurisdictions within Sonoma County and other relevant community-based/non-governmental organizations in development of the Plan. The Plan will help advance and be consistent with regional and statewide plans including Sonoma Vision Zero Plan, Sonoma Climate Mobilization Strategy, Shift Sonoma County, Son. Travel Behavior Study, Comprehensive Transportation Plan, the Metropolitan Transportation Commission's Active Transportation Plan, Regional Trail Network, Great Redwood Trail, Caltrans District 4 Bike and Pedestrian plans, Caltrans 2020-2024 Strategic Plan, California Transportation Plan, and Climate Action Plan for Transportation Infrastructure.
- **Comprehensive Shuttle Program Evaluation** (\$153,000)
Applicant: City of Menlo Park
Description: The aim of the Menlo Park Shuttle Assessment is to determine how the City of Menlo Park's shuttle system can be reconfigured, enhanced, or augmented to better serve the needs of the Belle Haven neighborhood, which is a disadvantaged community, and to serve substantial new growth in the adjacent Bayfront Area residential and employment district. The Project is needed to help us enhance mobility as we are faced with competing demands and limited resources. More shuttle service is also needed to serve the development in the Bayfront Area, which contributes to a healthy regional jobs-housing balance and provides needed affordable housing. With our initial outreach, eleven community organizations will support the Project by hosting in-person sessions, paper and online surveys, and newsletters. Project tasks include travel analysis, efficiency review, service alternatives, development fee assessment, funding and partnerships, and plan development.

- Development of Vehicle Miles Traveled/Greenhouse Gas (VMT/GHG) Model Mitigation Program (\$531,180)**
Applicant: City/County Association of Governments of San Mateo County (C/CAG)
Description: This project will establish tools for a CEQA compliant VMT/GHG Model Mitigation Program for use by C/CAG for regional transportation projects and, potentially, other countywide VMT/GHG mitigation projects that other lead agencies could invest in. The major deliverables will include: an overview of the statutory and administrative framework for VMT/GHG mitigation programs; a technical analysis of VMT/GHG-reducing projects; a nexus between the costs and the VMT/GHG reduction; equity recommendations to maximize benefit to disadvantaged communities in San Mateo County; and templates that San Mateo County lead agencies will use for the adoption of a VMT/GHG Mitigation Program. The goal is to produce analysis and documents that are defensible, actionable, scalable, and replicable.
- Equitable Vehicle Miles Traveled (VMT) Mitigation Program for Santa Clara County (\$562,697)**
Applicant: Santa Clara Valley Transportation Authority (VTA)
Description: Community members will help identify a range of potential VMT-reducing measures, determine a framework to enhance equity through the program, and help inform the program structure and administration. The project will include a review of existing best practices to ensure the program is built upon the latest efforts around the State, and an implementation plan to identify key actions, roles, and timing of next steps. VTA will work closely with its 16 local jurisdictions, Community-Based Organizations, State and regional agencies, and other stakeholders throughout and beyond the project duration. The team will conduct extensive engagement including in-person, virtual, and multi-lingual events to receive input from stakeholders and a diverse population, including disadvantaged communities. This project helps implement Senate Bill 743, California Transportation Plan 2050, Plan Bay Area 2050, Valley Transportation Plan 2040, and local goals for housing production, sustainable development, and climate protection.
- Oakland-Alameda Estuary Adaptation Project (\$425,000)**
Applicant: City of Alameda
Sub Applicants: City of Oakland – Planning and Building Division, Committee to House the Bay Area, and East Oakland Collective
Description: The purpose of this project is to develop a concept in coordination with community members, stakeholders and the City Councils of Oakland and Alameda to protect both the downtown Oakland shoreline

and the northern shoreline of Alameda's Marina Village area - including the Posey/Webster Tubes, which is Caltrans State Route 260 property, and the San Francisco Bay Trail - from expected sea level rise and to reduce the impacts of flooding. This project will serve as a proof of concept for multi-jurisdictional adaptation planning with community-based organizations for other estuary and San Leandro Bay area locations. The project will ensure long-term use of this multi-modal transportation system including the Caltrans' tubes, State Route 260, the San Francisco Bay Trail and the adjacent areas for these two diverse communities including disadvantaged populations in both west Alameda and Oakland Chinatown/Downtown Oakland.

- **Improvements to Bike and Pedestrian Access at Sunnyvale Caltrain Station**
(\$383,423)

Applicant: City of Sunnyvale

Description: The Study will identify bicycle and pedestrian access improvements in the vicinity of the Sunnyvale Caltrain Station. The improvements will include signage, bicycle and pedestrian access paths and curb ramps, and bicycle amenities such as bike lockers. The Study will also identify possible public art displays and green infrastructure opportunities. The improvements will be developed through public outreach input from stakeholders that include underrepresented communities. The city will be consulting a Stakeholder Advisory Committee and Technical Advisory Committee. The city will have ongoing Community and Stakeholder Meetings throughout the project. The key stakeholders for this project will include local agencies and community groups (see Scope of work for a detailed list of agencies, stakeholders, and community groups). The final deliverable will be a Final Study that summarizes the recommended improvements and a plan with conceptual improvements, funding and implementation recommendations, and data analysis that was used to develop the final design recommendations.

- **Richmond Parkway Environmental Justice and Regional Mobility Study**
(\$562,650)

Applicant: Western Contra Costa Technical Advisory Committee

Sub Applicants: Contra Costa County - Conservation and Development Department and City of Richmond - Public Works Department

Description: Richmond Parkway is a major arterial linking Interstate-80 and Interstate-580 (Richmond-San Rafael Bridge), a major goods movement (truck and rail) and commuter corridor, a critical segment of the San Francisco Bay Trail and includes the Richmond Parkway Transit Center at its north end. This plan will continue and expand the prior community-focused process to evaluate and make recommendations via a health equity lens for

improving bicycle and pedestrian infrastructure, transportation safety, transit access, public health, and air quality. The plan will develop strategies for minimizing negative impacts of speeding, collisions, neighborhood cut-through truck traffic and localized pollution. The plan will include a Parkway Strategies Toolkit, Evaluation Matrix and project list. The projects implemented because of this plan further the goals and priorities of the California Transportation Plan 2050, Caltrans District 4's Pedestrian and Bicycle Plans, and the region's Plan Bay Area 2050.

- **North San Jose Multimodal Transportation Improvement Plan (\$409,451)**

Applicant: City of San Jose

Description: The North San Jose Multimodal Transportation Improvement Plan (NSJ MTIP) will be a community-based plan for quick-build, near and long-term transportation improvements to be implemented in NSJ. This plan will identify a list of transportation programs and policies that promote and incentivize sustainable travel for people who live, work, and enjoy NSJ. The NSJ MTIP will capitalize on the recent retirement of an NSJ area planning document, "The North San Jose Area Development Policy". The former plan's focus on automobile improvements no longer aligns with City, regional, and states transportation goals. Per the Metropolitan Transportation Commission's Plan Bay Area 2050, NSJ is a Priority Development Area supporting the "focused growth" strategy to encourage infill development, job growth, and affordable housing near transit corridors. NSJ is expected to see the largest amount of housing growth in the city with 97,000 new jobs and 32,000 new housing units. The plan will positively impact mode shift and reduce vehicle miles traveled and greenhouse gas emissions.

- **Brotherhood Active Transportation and Open Space Plan (\$641,812)**

Applicant: San Francisco Transportation Authority

Description: This community driven planning process will develop concepts and conceptual designs for active transportation improvements that connect new recreational opportunities and housing near Lake Merced to the City's core active transportation network and nearby regional transit. The study will also engage community stakeholders to consider road realignment options which could create an opportunity for the creative re-use of up to 7 acres of land within an equity priority community with a documented deficiency of neighborhood open space. This study will coordinate and advance recommendations from existing plans including the San Francisco Bicycle Plan, Bay Area Regional Transit Station Access Plans, and the San Francisco Planning Department's Green Connections Network. The study aligns with needs, goals, and community feedback heard through ConnectSF, San Francisco's long range planning process and will help

implement San Francisco's Vision Zero road safety policy as well as the adopted regional strategy in Plan Bay Area 2050 to create healthy and safe streets.

- **San Jose Decision Support System (\$265,000)**

Applicant: City of San Jose

Description: San Jose's Decision Support System (DSS) will provide the city with an integrated set of tools to manage and store projects and data, assess, and monitor Key Performance Indicators (KPIs), and visualize the outputs for these KPIs using graphs and mapping. The DSS will enable the city to define, evaluate, and prioritize projects based on the envisaged impact on KPIs. Three main deliverables will be 1) DSS Potential Impact Assessment Model, to assess how potential completion of project(s) might affect relevant KPIs and thus contribute to the identified goal; 2) DSS Effective Impact Assessment Model, to quantify the real impact of projects by comparing the effective KPI changes before and after each project's implementation; and 3) DSS Public Interface, to increase transparency and accountability.

- **SFMTA Muni Metro Modernization Planning Study (\$500,000)**

Estimated Completion Date: June 30, 2025

Applicant: Metropolitan Transportation Commission

Sub Applicants: City and County of San Francisco; San Francisco Municipal Transportation Agency (SFMTA)

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-Marin 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.

APPENDIX B — STBG FUNDED PROJECTS

County Transportation Agencies and Regional Agencies: Planning and Programming

FY 2022/23 – 2025/26

Background

MTC partners with County Transportation Agencies (CTAs), which are county-level organizations that aid in regional congestion management and transportation planning processes, to assist in the development and implementation of regional transportation plans and fund programs.

This project provides funding to countywide transportation planning agencies, whether a Congestion Management Agency or a substitute agency (referred herein as “County Transportation Agencies” or “CTAs”), through funding agreements, to play a major role in coordinating the efforts and interests of the constituent cities and transportation agencies within each county to assist MTC in meeting the requirements of federal legislation and related State and regional planning and programming policies and guidelines, including the development and implementation of the Regional Transportation Plan/Sustainable Communities Strategy (known as “Plan Bay Area”).

Plan Bay Area 2050 is the Bay Area’s long-range plan covering the four interrelated elements of housing, the economy, transportation, and the environment. Adopted in 2021, Plan Bay Area 2050 is composed of 35 strategies across the four interrelated elements that provide a blueprint for how the Bay Area can accommodate future growth and make the region more equitable and resilient in the face of unexpected challenges. Among other critical goals, Plan Bay Area 2050 demonstrates how the region can achieve regional GHG emissions reduction targets.

Project Description

CTAs work cooperatively with MTC and the other regional agencies comprising the Bay Area Regional Collaborative (BARC) to implement our respective work programs.

Key objectives are for the CTAs to use this funding to:

- Support implementation of the One Bay Area Grant (OBAG) program, inclusive of OBAG 2 and 3, as per MTC Resolutions 4202 and 4505;
- Support successful project monitoring and delivery for transportation projects and programs included in the Transportation Improvement Program (TIP);
- Support jurisdictions within the county to meet post-programming federal requirements, including meeting award deadlines, timely invoicing, minimizing and responding to inactive obligations, and timely project close-out;
- Assist in the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) through countywide planning and programming efforts;
- Establish and document a land use and travel forecasting process and set of procedures that are consistent with those of MTC and the Association of Bay Area Governments (ABAG), or develop and document appropriate alternative analytical approaches in cooperation with MTC;
- Support the implementation of regional policies and plans, including the Transit-Oriented Communities Policy (MTC Resolution 4530), Complete Streets Policy (MTC Resolution 4493), Regional Safety/Vision Zero (VZ) Policy (MTC Resolution 4400), Bay Area Coordinated Public Transit-Human Services Plan (Coordinated Plan), Bay Area Transit Transformation Action Plan, and the implementation actions in the Plan Bay Area 2050 Implementation Plan;

- Support other regional planning and programming efforts, including the Community-Based Transportation Planning (CBTP) Program, Lifeline Transportation Program (LTP) or its successor program, Priority Development Area (PDA) Planning Grant Program, and adaptation planning programs including the development of Resilience Improvement Plan(s) for transportation assets; and
- Engage in public outreach and engagement as detailed in the most recent MTC Public Participation Plan and OBAG 3.

Budget

This effort involves the development of specific funding agreements to provide planning funds based on the generalized work scopes included in the OWP.

Regional Total for CTA Planning and Programming Funding Agreements

FY 2022-23 through FY 2025-26

Funding

| Source | Federal Part. | Total |
|--------|---------------|---------------------|
| STBG | 100% | \$41,176,000 |
| CRRSAA | 100% | \$16,727,000 |
| | TOTAL: | \$57,903,000 |

Funding.by.Agency.– .Combined.STBG.™.CRRSAA.Total

| County CTA | Base Planning | Supplem. | CBTP | LRSP | Total |
|-------------------------------|------------------|-------------|-----------|-----------|---------------------|
| Alameda ACTC | \$4,905,000 | \$2,600,000 | \$600,000 | | \$8,105,000 |
| Contra Costa CCTA | \$4,087,000 | | \$450,000 | \$630,000 | \$5,167,000 |
| Marin TAM | \$3,446,000 | \$400,000 | \$150,000 | | \$3,996,000 |
| Napa NVTA | \$3,446,000 | | \$150,000 | \$250,000 | \$3,846,000 |
| San Francisco SFCTA | \$3,624,000 | \$2,200,000 | \$370,000 | | \$6,194,000 |
| San Mateo CCAG | \$3,450,000 | \$2,300,000 | \$245,000 | \$400,000 | \$6,395,000 |
| Santa Clara VTA | \$5,307,000 | \$4,693,000 | \$600,000 | | \$10,600,000 |
| Solano STA | \$3,446,000 | \$4,044,000 | \$190,000 | | \$7,680,000 |

| | | | | | |
|------------------------|---------------------|---------------------|--------------------|--------------------|---------------------|
| Sonoma SCTA | \$3,446,000 | \$2,229,000 | \$245,000 | | \$5,920,000 |
| CTAs | \$35,157,000 | \$18,466,000 | \$3,000,000 | \$1,280,000 | \$57,903,000 |

Note: Funding levels may change based on programming revisions and subsequent agreement amendments.

Task Summary & Details

| Task Summary | Task Deliverables* & Actions | Schedule** |
|--|--|---|
| To implement the One Bay Area Grant (OBAG) program, inclusive of OBAG 2 and OBAG 3, as per MTC Resolutions 4202 and 4505; | Monitor and report on project sponsors completion of adopted OBAG program requirements within county | <u>Annually</u> , 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 | <u>Two times per year</u> |
| | Monitor and report on delivery status of FHWA federal-aid local projects within county | <u>Quarterly</u> , 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 | <u>Quarterly</u> , 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 | <u>As Needed</u> |
| | Provide project information, such as design concept, scope, cost and schedule, for regionally significant projects | <u>Every other year</u> , and as needed |
| To establish and document a land use and travel forecasting process and set of procedures that is consistent with those of ABAG and MTC, or develop and document appropriate alternative analytical approaches in cooperation with MTC; | Submit CMP Modeling Consistency Checklist | <u>Every other year</u> |
| | Submit model documentation or other model consistency deliverables | <u>As Needed</u> |
| | Data share of travel model inputs, including baseline and future networks | <u>Annually</u> , and as needed |

| Task Summary | Task Deliverables* & Actions | Schedule** |
|---|--|-------------------------|
| 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 | <u>Ongoing</u> |
| 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. | <u>Every other year</u> |
| | For the CBTP program, update the assessment of needs, solutions and list of projects/programs for historically underserved communities in the county, including in EPCs identified in 2020. | <u>Ongoing</u> |
| To engage in public participation as detailed in the MTC Public Participation Plan and MTC Resolution 4505. | n/a | <u>Ongoing</u> |

\.Potential.deliverables.may.include.checklists?status.reports?invoices?lists.of.projects?adopted.plans?etc;

\\Task.start.dates.will.begin.immediately.following.project.authorization;All.tasks.will.end.on.or.before.the..Estimated.
Phase.Completion.Date.of.September.96?8688

APPENDIX C — STATE AND FEDERALLY FUNDED COMPETITIVE GRANT PROJECTS

Caltrans Adaptation Planning Grant Program

FY 2021/2022 ADAPTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: March 30, 2024 (RGAs), except where noted

- **Climate Action and Adaptation** (\$434,682)

Applicant: Santa Clara Valley Transportation Authority (VTA)

Description: The Project will prepare a Climate Action and Adaptation Plan (CAAP) that identifies specific actions VTA could take to minimize contributions to climate change, as well as to adapt and build resilience to long-term climate impacts. The CAAP will consist of three major deliverables. First, it will identify risks to transportation assets due to sea level rise, wildfire, extreme heat, and other climate change impacts, and ways to protect those assets for the public good. Second, it will identify actions to reduce VTA's contribution to climate change to meet State greenhouse gas (GHG) reduction goals. Lastly, it will identify actions VTA could take as Santa Clara County's Congestion Management Agency (CMA), in collaboration with others, to reduce countywide emissions from transportation. The Project will engage agencies and community stakeholders, particularly those who depend on transit and disproportionately bear the burden of impacts.

FY 2023/2024 ADAPTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2026 (RGAs), except where noted

- **Solano Countywide Climate Adaptation Plan for Transportation Infrastructure (Solano CCAP) (\$500,000)**

Applicant: Solano TA

Description: The objective of the Solano Countywide Climate Adaptation Plan (Plan) for Transportation Infrastructure is to comprehensively assess Solano County's transportation system by identifying transportation assets that are vulnerable or at risk to climate change impacts and identifying and recommending transportation infrastructure improvements to make them more adaptable to climate change. The Plan will also conduct a robust public engagement strategy, with a focus on underserved communities and priority populations, to ensure that the priorities and concerns of vulnerable populations are reflected in the plan. The Plan will improve accessibility and safety for the communities within Solano County, especially for underserved communities who often face the greatest climate risks with the least resources. The Plan will coordinate climate adaptation planning among the eight Solano jurisdictions, which include the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, and the unincorporated County, to identify current and future climate risks and priorities, and present a unified vision for climate adaptation for transportation infrastructure in Solano County.

- **BART Embarcadero Structure Long-term Adaptation (\$515,000)**

Applicant: SF BART

Description: This project builds off the 2017-2018 Bay Area Rapid Transit (BART) Sea Level Rise and Flooding Resiliency Study, to advance additional technical feasibility and conceptual engineering for a BART Embarcadero structure. The goal is to provide a deeper understanding of how to implement long-term (2060-2100) adaptation for this structure. The structure is critical infrastructure to BART's operations. The prior study proposed elevating the structure, however it lacked enough detail to ensure feasibility. Key deliverables include owner project requirements, conceptual engineering report, and plans (up to 30% design). Work complements and supports the adaptation needs of San Francisco's Embarcadero Seawall Program and is aligned with Plan Bay Area 2050 in supporting reliability of local transit systems.

- **Embarcadero Mobility Resilience Plan (SFMTA) (\$1,322,832)**

Applicant: SFMTA / Port of SF

Description: The Embarcadero Mobility Resilience Plan will prioritize climate adaptation projects, mobility improvements, and investments for transportation infrastructure along and adjacent to the Embarcadero 3-mile multi-modal corridor along San Francisco's northeastern waterfront. Comprehensive and inclusive transportation planning is needed to adapt this portion of the waterfront for projected sea level rise, inland flooding, and a major earthquake. The United States Army Corps of Engineers and San Francisco Port's San Francisco Waterfront Coastal Flood Study and Waterfront Resilience Program will produce a preferred waterfront adaptation strategy that likely proposes to raise the Embarcadero up to 7 feet. When those studies conclude later this year, the city will need funds to plan the future transportation system on top of and connecting to the elevated Embarcadero, selecting a preferred design concept for the corridor and the related public realm enhancements. Working with its partner, the Port of San Francisco, and federal, State, regional and local agencies, the San Francisco Municipal Transportation Agency will identify a prioritized list of projects to address not only disaster recovery, but to establish resilient flood defenses, protect and enhance local and regional multi-modal mobility, enable a strong economic recovery, advance travel choices that reduce greenhouse gas emissions, and provide enhanced waterfront access to create a vibrant, safe, connected, and resilient transportation system.

- **Climate Resilience Plan (AC Transit) (\$375,000)**

Applicant: AC Transit

Description: AC Transit will complete a Climate Resilience Plan because climate change and extreme weather have been negatively impacting AC Transit facilities and operations which covers a 364 square mile service area. Prior to March 2020, AC Transit carried approximately 189,000 weekday riders and more than 53 million riders annually. AC Transit has recently experienced flooding at its bus yards from heavy rain and the disruption of bus service due to incidents of where bus stops and routes were also flooded, trees felled by high winds and blown debris that blocked bus routes. This plan will deliver a climate vulnerability assessment on how current and future climate projections along with extreme weather patterns will impact assets and operations and develop adaptation strategies to reduce risks associated with potential asset damage and disruptions to service.

- **Caltrain Climate Change Vulnerability Study (\$474,000)**

Applicant: PCJPB

Description: The Peninsula Corridor Joint Powers Board operates Caltrain, a rail system that runs more than a hundred trains per day, connecting over 14,000 passengers to essentials between San Francisco and Silicon Valley.

Caltrain's rail service is grappling with significant, year-round climate impacts; in 2022, high heat forced reductions in service, and extreme storms flooded track, brought down debris that damaged infrastructure, and disrupted service. The Climate Change Vulnerability Study will gather community and stakeholder feedback by engaging representatives of disadvantaged communities and vulnerable demographics, community-based organization staff and leadership, agencies, labor, and more, and it will combine this feedback with a quantitative climate vulnerability analysis that will equip Caltrain with the data it needs to integrate adaptation strategies that improve the system's long term resilience into the capital improvement program and business operations. The project will analyze the vulnerability of Caltrain service, infrastructure, right-of-way, operations, and passengers to climate impacts such as high heat, wildfire and smoke impacts, storm damage, sea level rise and inundation per the Climate Goal of the 2050

California Transportation Plan, among others. The project advances adaptation planning that will help protect regional, state and federal investment in the Peninsula Corridor Electrification Project from climate change disruption, which aligns with the mission and goals of Safeguarding California, the State Rail Plan, and the California High-Speed Rail Business Plan.

- **Guadalupe River Trail Connections and Crossings Flooding Adaptation Plan (City of San Jose) (\$345,269)**

Applicant: City of San Jose

Description: The Guadalupe River Trail Connections and Crossings Climate Adaptation Plan is the first step towards adapting the San Jose's bike network for seasonal flooding by developing an outreach plan, conceptual designs, and supporting transportation analyses for low-stress on-street bikeways to serve as alternatives to, plus connections to and from, the Guadalupe River Trail (GRT). The GRT, used by 500 people per day, regularly experiences seasonal flooding, rendering the trail unusable and forcing travelers to drive, stay home, or bike and walk on inadequate on street facilities instead. The proposed improvements will allow pedestrians and bicyclists to cross roadways passing over commonly flooded sections of trail or to take an alternative route entirely by safely and comfortably connecting to existing pedestrian, bicycling, or transit infrastructure. The project works toward goals in San Jose's Better Bike Plan 2025, Vision Zero Action Plan, and Climate Smart San Jose; the Metropolitan Transportation Commission's Plan Bay Area 2050 and Santa Clara Valley Transportation Authority's Countywide Bicycle Master Plan, which also recognize the GRT as a critical regional bikeway. The project also aligns with goals adopted in the CALSTA Climate Action Plan for Transportation Infrastructure for safe, accessible, and sustainable transportation infrastructure.

APPENDIX D — FEDERALLY FUNDED COMPETITIVE GRANT PROJECTS

FY 2021- 2022 Reconnecting Communities and Neighborhoods Grant Program

- **The East Bay Greenway Multimodal Project: Lake Merritt to Bayfair**
(\$30,000,000)

Applicant: Alameda County Transportation Commission

Description: The East Bay Greenway Multimodal Project: Lake Merritt to Bayfair will construct a 10.6-milelong complete streets facility that is parallel to and connects to five San Francisco Bay Area Rapid Transit District (BART) stations in the cities of Oakland and San Leandro. The Project provides critical new safety improvements and multimodal access enhancements in historically redlined communities of color harmed by high levels of pollution and noise from adjacent freeways, freight rail and industrial land uses and displaced and disconnected from other communities as a result of past transportation infrastructure practices.

Due to its history of exclusion and environmental injustice, the corridor is mostly designated as a Federal Area of Persistent Poverty and has high rates of poverty, asthma, and traffic crashes. The Project will extend along a corridor comprised of wide, high-speed streets that are difficult to cross, uninviting, and frequently lack any walking or biking facilities. The project corridor overlaps significantly with the Alameda County High Injury Network (the streets with the highest rates of biking and walking crashes countywide), even as it traverses communities that have low levels of access to automobiles and a high need for affordable mobility options.

The Project will consist of Class I shared use paths, Class IV protected bikeways, protected intersection treatments, pedestrian crossing enhancements and accessibility improvements, bus stop upgrades, and placemaking features. It will transform the corridor from a wide, autocentric, expanse of asphalt into a safer, people-focused street, with continuous, separated facilities for walking and biking, safe and convenient opportunities to cross the street, lighting, urban greening, and other amenities.

ESTIMATED COMPLETION DATE: Winter 2027

- **Monterey Road Highway to Grand Boulevard Design Study**(\$2,000,000)

Applicant: City of San José

Description: The Project will assess the feasibility and conceptual designs for converting Monterey Road from a motor highway to a grand boulevard enjoyable and safe for all road users. The Project will undertake planning, design, conceptual engineering, and environmental review to reconstruct the road and intersections as a complete street through the project area. The Project is expected to include dedicated transit lanes, protected bike

lanes, and urban greening.

ESTIMATED COMPLETION DATE: December 2029

- **Geary-Fillmore Underpass Community Planning Study** (\$2,000,000)

Applicant: San Francisco County Transportation Authority

Description: The Geary-Fillmore Underpass Community Planning Study would develop transportation and land use concept designs that rethink the urban renewal-era Geary Expressway and advance a high-quality multimodal, mixed-use transit-oriented area to connect the Japantown and Fillmore/Western Addition neighborhoods and promote community stabilization.

The Study would focus on an approximate three-quarter mile stretch of Geary, between Laguna and Divisadero, and the neighborhoods immediately adjacent to the corridor. This segment of Geary has an underpass at Fillmore that was constructed in 1961 as an “urban renewal” expressway for commuters to bypass this area and quickly travel downtown. The expressway project widened Geary and decimated existing housing, displacing Black, Asian, and Jewish communities, and creating a division between the Japantown/Fillmore neighborhoods. At the center of the study area is the intersection of Geary and Fillmore, which is a major transit node in the city that connects the 22-Fillmore with the 38-Geary/38R-Geary Rapid, two of the busiest bus lines in San Francisco. The existing overpass has limited space to accommodate high levels of activity around this important transfer. The highway-like conditions on Geary create challenging crossings in communities with a high concentration of children, seniors, and people with disabilities.

The Study would envision a high-quality multimodal transportation-oriented neighborhood that would bring connectivity and economic benefits to the Japantown/Fillmore communities. Recommendations will include multimodal network connectivity and safety improvements, long-term transportation expansions and enhancements, development feasibility analyses for potential affordable housing sites and economic development strategies, anti-displacement strategies, and concept-level urban design guidance.

ESTIMATED COMPLETION DATE: Winter 2026

- **Vision 980 Study Phase 2 — Feasibility Study Planning Grant** (\$850,000)

Applicant: California Department of Transportation – District 4

Description: The Vision 980 Study Phase 2 (Feasibility Study) will explore alternatives for reconnecting communities along the I-980 corridor, with an

expanded focus on community integration and environmental justice. The I-980 freeway divides disadvantaged communities in West Oakland from downtown Oakland and is a barrier to travel and economic opportunities between these communities.

FY 2020/2021 American Rescue Plan Route Planning Discretionary Grant

- **FAST Operational System Evaluation and Recommendations Plan** (\$1,000,000)

Applicant: City of Fairfield

Description: The City of Fairfield will utilize its contracted Comprehensive Operational Analysis (COA) consultant, Innovate Mobility, to conduct an annual review of its original comprehensive annual evaluation and analysis of its services which includes fixed-route, microtransit, paratransit, and electrification initiatives. The goal of this grant award is to ensure FAST is providing sustainable quality transit service to Fairfield residents with a focus on maintaining or improving service to meet the needs of low-income residents and disadvantaged communities while maintaining all required funding rules and regulations.

FY 2022/2023 Areas of Persistent Poverty Program

- **Foothill Boulevard Transit Improvement Study** (\$450,000)

Applicant: Alameda-Contra Costa Transit District

Description: The transit improvement study along Foothill Boulevard in Oakland, California will assess needs, consider design alternatives, and recommend implementation strategies that will improve speed, reliability, and access to transit on AC Transit's Line 40, which is AC Transit's third-highest ridership bus route in the system. This study's process and outcome will take a context-sensitive approach and support community-led transportation enhancements. The primary objective of this study is to identify crucial capital improvements and service enhancements necessary to enhance transit service along the Foothill Boulevard corridor.

FY 2023/2024 Urbanized Area Formula Grant 5307*

*FHWA STP funds were awarded to CCCTA on 3/22/2023. The FHWA STP funds were transferred to FTA 5307 on 10/18/23.

- **CCCTA - Transit Corridors Study (\$400,000)**

Applicant: Central Contra Costa County Transit Authority

Description: These funds will be used to conduct a study of four major corridors within CCCTA's service area to plan and develop transit priority improvement projects. The corridors are Clayton Rd, Monument Blvd, Ygnacio Valley Rd, and Treat Blvd, and they serve County Connection's highest ridership areas and/or have good potential for increased transit use by making it more competitive to driving. The study would assess current conditions, including operations, existing infrastructure, and ridership, gather passenger and community feedback, and develop recommendations for capital improvements that would reduce delays and travel time and enhance the customer experience

ESTIMATED COMPLETION DATE: June 2026



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

**Association of Bay Area Governments
Metropolitan Transportation Commission**

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