



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Wednesday, May 27, 2020

9:15 AM

Board Room - 1st Floor (REMOTE)

The Metropolitan Transportation Commission is scheduled to meet on Wednesday, May 27, 2020 at 9:15 a.m. or immediately following the 9:10 a.m. BAIFA meeting, in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at
<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>.

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

Attendee Link: <https://bayareametro.zoom.us/j/98669428839>
Join by Telephone: 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 986 6942 8839

Detailed instructions on participating via Zoom are available at:
<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "*"9". In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Call to Order / Roll Call / Confirm Quorum

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

2. Chair's Report (Haggerty)

- 2a. [20-0773](#) Appointment of an Ad-Hoc General Council Recruitment Committee.

Action: Commission Approval

- 2b. [20-0847](#) Appointment of Blue Ribbon Transit Recovery Task Force.

Action: Commission Approval

3. Policy Advisory Council Report (Randi Kinman)

4. Executive Director's Report (McMillan)

5. Commissioner Comments

6. Consent Calendar:

- 6a. [20-0666](#) Minutes of the April 22, 2020 meeting

Action: Commission Approval

Attachments: [6a 20-0666 Commission Draft Meeting Minutes 04-22-2020.pdf](#)

Programming and Allocations Committee

- 6b. [20-0615](#) MTC Resolution No. 4202, Revised Subject: Revisions to the One Bay Area Grant 2 Program (OBAG 2), to reflect changes in the Freeway Performance Program and Priority Conservation Area Grant program.

Action: Commission Approval

Attachments: [6b 20-0615 PAC_ 2c Reso-4202 OBAG2 Revisions.pdf](#)

- 6c. [20-0692](#) MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-36.

Action: Commission Approval

Attachments: [6c 20-0692 PAC 2d Reso-4375 TIP Amendment 2019-36.pdf](#)

- 6d. [20-0436](#) MTC Resolution No. 4377, Revised. An amendment to the Regional State Transit Assistance (STA) Program to add \$75,000 for temporary transit support staff.

Action: Commission Approval

Attachments: [6d 20-0436 PAC 2e Reso-4377 STA Program Amendment.pdf](#)

- 6e. [20-0569](#) MTC Resolution No. 4381, Revised. An allocation of \$4.1 million in State Transit Assistance funds to AC Transit in FY2019-20 to support transit operations.
- Action: Commission Approval
- Attachments: [6e 20-0569 PAC 2f Reso-4381 ACTransit Allocation.pdf](#)
- 6f. [20-0693](#) MTC Resolution No. 4403, Revised. Revision of MTC's 2021 Regional Active Transportation Program (ATP) Guidelines: Application Deadline & Program Schedule.
- Action: Commission Approval
- Attachments: [6f 20-0693 PAC 2g Reso-4403 ATP Consolidated.pdf](#)
- 6g. [20-0533](#) MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to Alameda County Transportation Commission (ACTC) for the 7th Street Grade Separation Project; and the I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening Project.
- Action: Commission Approval
- Attachments: [6g 20-0533 PAC 2h Reso-4412 RM3 LONP ACTC.pdf](#)
- 6h. [20-0605](#) MTC Resolution No. 4414. Programming for FY2020-21 and an allocation of approximately \$282,000 in Five Percent Unrestricted State Fund Revenues and \$450,000 in Two Percent Bridge Toll Revenues for the San Francisco Bay Trail project.
- Action: Commission Approval
- Attachments: [6h 20-0605 PAC 2i tmp-4414 SF Bay Trail Programming.pdf](#)

Committee Reports

7. Operations Committee (Cortese)

- 7a. [20-0711](#) San Francisco Peninsula Rail Program Memorandum of Understanding
- A request for approval of a Memorandum of Understanding (MOU) with the Transbay Joint Powers Authority (TJPA), Peninsula Corridor Joint Powers Board (Caltrain), San Francisco County Transportation Authority (SFCTA), City/County of San Francisco, and the California High Speed Rail Authority to support the Transbay Joint Powers Authority in development of the Downtown Extension Rail Program.
- Action: Commission Approval
- Attachments: [7a 20-0711 OPS 5b SFPeninsula Rail DTEExtension.pdf](#)

8. Planning Committee (Spering)

8a. [20-0851](#) Proposed Amendment to Plan Bay Area 2040

Approval of the proposed amendments to the Amended Plan Bay Area 2040 (Plan) and the Amended 2019 Transportation Improvement Program (TIP) to include the Interstate 680 Express Lanes Gap Closure Project in Alameda County, and approval of two companion technical documents - Transportation-Air Quality Conformity Analysis (Conformity Analysis) and Environmental Impact Report (EIR) Addendum that demonstrate the Amended Plan and Amended TIP comply with federal transportation conformity and California Environmental Quality Act (CEQA) requirements. The public comment period closed on April 24, 2020, and a summary of comments and responses will be presented prior to Committee action.

Action:

Commission Approval of:

1. MTC Resolution No. 4423: Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program
2. MTC Resolution No. 4424: Addendum to the Final Environmental Impact Report for Plan Bay Area 2040
3. MTC Resolution No. 4425: Amendment to Amended Plan Bay Area 2040
4. MTC Resolution No. 4375, Revised: Amendment to the Amended 2019 TIP

Attachments:

[8a 20-0851 PLNG 4a 1 PBA2040 Proposed Amendment.pdf](#)

[8a 20-0851 PLNG 4a 2 PBA2040 Proposed Amendment MTC Res. No 4423.pdf](#)

[8a 20-0851 PLNG 4a 3 PBA2040 Proposed Amendment MTC Res. No 4424 and](#)

[8a 20-0851 PLNG 4a 4 PBA2040 Proposed Amendment MTC Res. No 4425 and](#)

[8a 20-0851 PLNG 4a 5 PBA2040 Proposed Amendment MTC Res. No 4375.pdf](#)

9. Administration Committee

- 9a. [20-0622](#) MTC Resolution No. 4421 - FY 2020-21 Overall Work Program (OWP), Planning Certification, and Authorization for Execution of Agreements for Federal and State Planning Grants

A request that the Committee refer to the Commission for approval the FY 2020-21 OWP (MTC Resolution No. 4421), which guides the collaborative metropolitan transportation planning process involving MTC, ABAG, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, and other local transportation partners and for authorization to enter into agreements for transportation planning funds.

Action: Commission Approval

Attachments: [9a 20-0622 Admin 3c Reso-4421 FY 2020-21 OWP.pdf](#)

10. Programming and Allocations Committee (Josefowitz)

- 10a. [20-0532](#) MTC Resolution No. 4411, Revised. Regional Measure 3: Bay Area Corridor Express Lanes Initial Programming.

A recommendation for initial programming of the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.

Action: Commission Approval

Attachments: [10a 20-0532 PAC 3a Reso-4411 RM3 Express Lanes.pdf](#)

- 10b. [20-0458](#) MTC Resolution Nos. 4417 and 4418. Adoption of Regional Program of Applications for two Senate Bill 1 Competitive Programs

Recommendation of projects for regional application support for Senate Bill 1 (SB 1) Solution for Congested Corridors and Trade Corridor Enhancement Programs.

Action: Commission Approval

Attachments: [10b 20-0458 1 PAC 4a Resos 4417-4418 SCC-TCEP.pdf](#)

[4a 20-0458 HANDOUT Correspondence SenatorMcGuire_05-11-2020.pdf](#)

[4a 20-0458 HANDOUT Correspondence TAM 05-08-2020.pdf](#)

- 10c.** [20-0728](#) MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Recovery Strategy
- Staff will recommend revisions to Principle 5 to reflect the creation of a Blue Ribbon Task Force by the Commission to guide the region's transit recovery strategy.

Action: Commission Approval

Attachments: [10c 20-0728 1 PAC 4b CARES Act Transit.pdf](#)
[4b 20-0728 HANDOUT Correspondence Seamless Bay Area 05-12-2020.pdf](#)
[4b 20-0728 Transit Task Force PRESENTATION v2.pdf](#)

11. MTC Executive Committee (Haggerty)

- 11a.** [20-0848](#) Follow-up to Questions at the April Board meetings related to AB1487 Implementation and Mechanics
- This item summarizes the legal and administrative framework for the Bay Area Housing Finance Authority (BAHFA), including the steps necessary to pursue a November 2020 revenue measure and a pathway to explore expanding the region's housing portfolio even absent a November 2020 ballot measure. This is an informational item to frame the discussion and provide context for the decisions that the Joint Committee will recommend to the ABAG Executive Board and the Metropolitan Transportation Commission as part of Agenda Items 11b and 11c.

Action: Information

Attachments: [11a 20-0848 1 Summary Sheet Legal Framework for BAHFA.pdf](#)
[11a 20-0848 2 Attachment A Summary Fact Sheet for AB 1487.pdf](#)
[11a 20-0848 3 Presentation for Agenda Items 11a 11b 11c.pdf](#)

- 11b.** [20-0849](#) Decision on Pursuit of November 2020 Revenue Measure
- Key considerations to inform a decision regarding whether or not to pursue a general obligation bond on the November 2020 ballot to fund affordable housing.

Action: Commission Approval

Attachments: [11b 20-0849 1 Summary Sheet Decision on Pursuit of Measure.pdf](#)
[11b 20-0849 2 Handout EMC Polling Results Summary May 2020.pdf](#)

11c. [20-0850](#) Direction on Future Regional Housing Work Plan

Discussion of Bay Area Regional Housing Portfolio and Range of Activities for Potential Future Regional Housing Work Plan.

Preliminary overview of options and strategies for Bay Area regional agencies to expand their existing housing portfolio and seek new funding to support tenant protections, preservation of existing housing, and production of new affordable housing.

Action: Commission Approval

Attachments: [11c 20-0850 1 Summary Sheet Discussion of Regional Housing Portfolio.pdf](#)
[11c 20-0850 2 Attachment A Memo on Potential BAHFA Activities.pdf](#)
[11c 20-0850 3 Attachment B BAHA Funding Letter.pdf](#)

12. Public Comment / Other Business

[20-0832](#) Written Public Comments Received

Attachments: [12 20-0832 PublicComment_Paul Steinberg of Carma.pdf](#)

13. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, June 24, 2020 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.

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

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

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

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

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

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

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

All items on the agenda are subject to action and/or change by the Commission. Actions recommended by staff are subject to change by the Commission.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0773 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 5/4/2020 **In control:** Metropolitan Transportation Commission
On agenda: 5/27/2020 **Final action:**

Title: Appointment of an Ad-Hoc General Council Recruitment Committee.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
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Subject:

Appointment of an Ad-Hoc General Council Recruitment Committee.

Recommended Action:

Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0847 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 5/20/2020 **In control:** Metropolitan Transportation Commission
On agenda: 5/27/2020 **Final action:**
Title: Appointment of Blue Ribbon Transit Recovery Task Force.
Sponsors:
Indexes:
Code sections:
Attachments:

Date	Ver.	Action By	Action	Result
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Subject:
Appointment of Blue Ribbon Transit Recovery Task Force.

Recommended Action:
Commission Approval



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0666 **Version:** 1 **Name:**
Type: Minutes **Status:** Commission Consent
File created: 4/16/2020 **In control:** Metropolitan Transportation Commission
On agenda: 5/27/2020 **Final action:**
Title: Minutes of the April 22, 2020 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [6a 20-0666 Commission Draft Meeting Minutes 04-22-2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the April 22, 2020 meeting

Recommended Action:
Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Scott Haggerty, Chair Alfredo Pedroza, Vice Chair

Wednesday, April 22, 2020

9:15 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 17 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering, and Commissioner Worth

Absent: 1 - Commissioner Slocum

Non-Voting Commissioners Present: Commissioner Giacomini, Commissioner Stracner and Commissioner Tavares

2. Chair's Report (Haggerty)

Chair Haggerty noted that the standing Committees of the Commission will meet in May and thanked everyone for their patience during the suspension of those meetings in April, which allowed staff the time to both adjust to conducting the work of the Commission during the mandated shelter in place orders, and to set up a remote meeting protocol that allows us to work together and communicate with our public.

He also acknowledged General Counsel, Adrienne Weil, who announced her retirement in a letter to the Commission on April 10th.

A timely video prepared by staff, reflective for these unprecedented times, highlighting the work of the region's transit operator partners was shown and can be found on the web at:
<https://mtc.ca.gov/whats-happening/news/video-gallery/were-still-here-you>.

3. Policy Advisory Council Report (Randi Kinman)

4. Executive Director's Report (McMillan)

[20-0697](#)

Executive Director's Report

5. Commissioner Comments

6. Consent Calendar:

Upon the motion by Commissioner Mackenzie and the second by Commissioner Halsted, the Consent Calendar was unanimously approved by the following vote:

Aye: 17 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spring and Commissioner Worth

Absent: 1 - Commissioner Slocum

6a. [20-0575](#) Minutes of the March 25, 2020 meeting

Action: Commission Approval

Consent - Contracts and Agreements

6b. [20-0428](#) Funding Agreement Amendment - Regional Planning Coordination, Adapting to Rising Tides Program and Resilience Planning: Bay Conservation and Development Commission (\$29,000)

Action: Commission Approval

Presenter: Michael Germeraad

6c. [20-0545](#) Purchase Order Amendment - Web Services Subscription: Amazon Web Services (\$75,000)

Action: Commission Approval

Presenter: Kearey Smith

6d. [20-0546](#) Purchase Order Amendment - Socrata Connected Government Cloud Subscription FY 2019-2020: Carahsoft Technology Corp. (Carahsoft) (\$17,000)

Action: Commission Approval

Presenter: Kearey Smith

Consent - Funding and Operations

- 6e. [20-0432](#) MTC Resolution No. 4272, Revised. Transit Capital Priorities Program Revisions. Revisions to the FY2016-17 through FY2019-20 Transit Capital Priorities (TCP) Program.
Action: Commission Approval
Presenter: Rob Jaques
- 6f. [20-0507](#) Clipper® Unregistered Inactive Funds Disbursement
Action: Information
Presenter: David Weir
- 6g. [20-0508](#) Contract - Resilient State Route 37 Program: Sonoma and Marin Counties Segment A (State Route 37 between US 101 and State Route 121) Design Alternatives Assessment: T.Y. Lin International (\$600,000)
Action: Commission Approval
Presenter: Stefanie Hom
- 6h. [20-0535](#) Master Funding Agreement Supplement: Bike Lane Gap Closure, Ferry-to-Bridge-to-Greenway (F2B2G) Network: City of Richmond (\$325,000)
Action: Commission Approval
Presenter: Nicola Szibbo

7. Commission Approval

- 7a. [20-0431](#) MTC Resolution No. 3823, Revised.

Regional Measure 2 (RM2) Project 37: Allocation of \$40.0 million in RM2 funds to the San Francisco Bay Area Rapid Transit District (BART) for procurement of rail cars.
Action: Commission Approval
Presenter: Kenneth Folan

Aleta Dupree was called to speak.

Upon the motion by Commissioner Worth and the second by Commissioner Bruins, the Commission unanimously adopted MTC Resolution 3823, Revised. The motion carried by the following vote:

Aye: 17 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Slocum

7b. [20-0433](#) MTC Resolution No. 3738, Revised.

Revisions to Attachment B of the BART Car Replacement Funding Exchange and Reserve Account, authorizing a disbursement of \$220.1 million.

Action: Commission Approval

Presenter: Kenneth Folan

Upon the motion by Commissioner Worth and the second by Commissioner Bruins, the Commission unanimously adopted MTC Resolution 3738, Revised. The motion carried by the following vote:

Aye: 17 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Slocum

7c. [20-0511](#) 511 Contract Actions:
A request for approval of two contract actions:
i. Contract - 511/Express Lanes (EL) Operational Services: Iteris, Inc. (\$6,930,000); and
ii. Contract Amendment - 511 System Integrator: Iteris, Inc. (\$5,400,000)

Action: Commission Approval

Presenter: Nick Roethel

Upon the motion by Commissioner Bruins and the second by Commissioner Dutra-Vernaci, the Commission unanimously approved a contract with Iteris, Inc. for 511/Express Lanes Operational Services, and a contract amendment with Iteris, Inc. for the 511 system integrator. The motion carried by the following vote:

Aye: 17 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Slocum

7d. [20-0587](#) Proposed Work Plan for AB 1487 Revenue Measure

A presentation and request for approval of a proposed work plan to meet the requirements for placement of a regional housing revenue measure on the November 2020 ballot.

Action: Commission Approval

Presenter: Daniel Saver

Tameka Benice of Urban Habitat was called to speak.

Rick was called to speak.

Upon the motion by Commissioner Spering and the second by Commissioner Josefowitz, the Commission unanimously approved the proposed work plan for AB 1487 Revenue Measure. The motion carried by the following vote:

Aye: 17 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Slocum

7e. [20-0645](#) Proposed Interim Advisory Committee for Potential November 2020 Ballot Measure

Review of requirements for an Advisory Committee for the Bay Area Housing Finance Authority (BAHFA), and ratification of members proposed by the ABAG President and MTC Chair.

Action: Commission Approval

Presenter: Daniel Saver

Upon the motion by Commissioner Spering and the second by Commissioner Josefowitz, the Commission unanimously approved the Interim Advisory Committee for the potential November 2020 Ballot Measure, with an amendment to disband the committee if the ballot measure does not move forward. The motion carried by the following vote:

Aye: 17 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Halsted, Commissioner Josefowitz, Commissioner Liccardo, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Schaaf, Commissioner Spering and Commissioner Worth

Absent: 1 - Commissioner Slocum

- 7f. [20-0577](#) MTC Resolution No. 4420. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Emergency Transit Assistance Programming.

Programming of \$783,120,240 of FTA formula funds from the Coronavirus Aid, Relief, and Economic Security (CARES) Act to support Bay Area transit operations in response to the COVID-19 pandemic.

Action: Commission Approval

Presenter: Alix Bockelman

Written public comment emails were received from Liz Ortega, Yvonne M. Williams of Amalgamated Transit Union (Local 192), Andrea Mullarkey, Ashley Payne, Bonnie Lockhart, Claudine Tong, David Sorrell, Mary Lim-Lampe of Genesis, Raymond Pickett of Pacific Lutheran Theological Seminary, Jessie C., Joyce Willis of Amalgamated Transit Union (Local 192), Michael Parker, Monica Mallon, Richard Marcantonio of Public Advocates, Inc., Emily Wheeler of Public Advocates, Inc., Vinita Goyal of Silicon Valley Community Foundation, Eugene Bradley of Silicon Valley Transit Users, Susan Schacher, Ted Franklin, and Bob Allen of Urban Habitat

Written public comment letters were received from 6 Wins; Michael Hursh of AC Transit; Matt Vander Sluis of BART; Lateefah Simon of BART; Senator Anna Eshoo; Senator Jackie Speier; Denis Mulligan of Golden Gate Bridge Highway and Transportation District; Nancy Whelan of Marin Transit; Jim Hartnett of SamTrans; Jerry Hill and Kevin Mullin of CA State Assembly; Ian Griffiths of Seamless Bay Area; Adina Levin of Friends of Caltrain; Laura Tolkoff of SPUR; Cat Carter of SF Transit Riders; Monica Mallon of Silicon Valley Youth Climate Action; Bob Allen of Urban Habitat; Derek Sagehorn of Transbay Coalition; Hayley Currier of TransForm; Alicia John-Baptiste of Bay Area Council; and Senator Dianne Feinstein

The following members of the public were called to speak:

John Courtney, K. Plummer, Adena Levin, Monica Mallon, Ian Griffiths of Seamless Bay Area, Jim Lawson of VTA, Jeff Tumlin of SFMTA, Joyce Willis of ATU, Roland Lebrun, Aleta Dupree, Vinita Goyal, Raj Singh of ATU, Hayley Currier of Transform, Richard Marcantonio of Public Advocates, Will Shattuc, Emily Wheeler of Public Advocates, Ashley, Cole Cameron, and Yvonne Williams of ATU.

The action for agenda Item 7f was amended to be taken in two parts.

Part One - Funding:

Upon the motion by Commissioner Spering and the second by Commissioner Mackenzie, the Commission unanimously approved MTC Resolution No. 4420, the programming of \$783,120,240 of CARES Act funding to support Bay Area transit operations, with direction to staff to report back to the Commission on the personal protective equipment being implemented by transit agencies to protect riders and drivers. The motion carried by the following vote:

Aye: 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Halsted, Commissioner Liccardo, Commissioner Schaaf and Commissioner Slocum

Part Two - Formation of Committee:

Upon the motion by Commissioner Spering and the second by Commissioner Mackenzie, the Commission approved the formation of the Blue Ribbon Transit Recovery Task Force to be made up of MTC Commissioners, staff, transit operators (large, medium and small), and advocacy group representatives. The motion carried by the following vote:

Aye: 13 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

Nay: 1 - Commissioner Bruins

Absent: 4 - Commissioner Glover, Commissioner Liccardo, Commissioner Schaaf and Commissioner Slocum

7g. [20-0646](#) ABAG MTC Governance

Proposed ABAG MTC Committee Work Integration

Action: Commission Approval

Presenter: Therese McMillan

Upon the motion by Commissioner Mackenzie and the second by Commissioner Dutra-Vernaci, the Commission unanimously approved the conceptual consolidation of similar MTC and ABAG committees. The motion carried by the following vote:

Aye: 14 - Commission Chair Haggerty, Commission Vice Chair Pedroza, Commissioner Bruins, Commissioner Connolly, Commissioner Cortese, Commissioner Dutra-Vernaci, Commissioner Halsted, Commissioner Josefowitz, Commissioner Mackenzie, Commissioner Papan, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Glover, Commissioner Liccardo, Commissioner Schaaf and Commissioner Slocum

8. Public Comment / Other Business

9. Adjournment / Next Meetings:

The next meeting of the Metropolitan Transportation Commission is scheduled to be held on Wednesday, May 27, 2020 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.



Metropolitan Transportation Commission

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San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0615	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	4/2/2020	In control:		Programming and Allocations Committee	
On agenda:	5/13/2020	Final action:			
Title:	MTC Resolution No. 4202, Revised Subject: Revisions to the One Bay Area Grant 2 Program (OBAG 2), to reflect changes in the Freeway Performance Program and Priority Conservation Area Grant program.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6b 20-0615 PAC 2c Reso-4202 OBAG2 Revisions.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4202, Revised Subject: Revisions to the One Bay Area Grant 2 Program (OBAG 2), to reflect changes in the Freeway Performance Program and Priority Conservation Area Grant program.

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 2c - 20-0615

MTC Resolution No. 4202, Revised

Subject: Revisions to the One Bay Area Grant 2 Program (OBAG 2), to reflect changes in the Freeway Performance Program and Priority Conservation Area Grant program.

Background: The OBAG 2 program adopted by the Commission establishes commitments and policies for investing Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and county programs from FY2017-18 through FY2021-22.

This month, staff recommends the following changes to regional programs.

Freeway Performance Program

- **I-80 (Contra Costa, Alameda, and San Francisco Counties):** Within the Freeway Performance Program, expand the limits of the planning-only project on I-80 to extend from the Carquinez Bridge in Contra Costa County to Fremont Street in San Francisco. Previously, the scope was limited to Contra Costa and Alameda Counties, with the Alameda County terminus at the San Francisco Oakland Bay Bridge (SFOBB) Toll Plaza.

This planning-only project will identify a range of innovative near- to mid-term operational improvement and demand management strategies to address traffic flow and circulation.

Priority Conservation Area (PCA) Grant Program

- **Regional PCA Grant Program:** Change the sponsor for the Pillar Point Public Access Improvements project from Half Moon Bay to the San Mateo County Harbor District, as requested by project awardee. This change will not affect the proposed scope for the project.
- **North Bay PCA Grant Program:** As requested by the Transportation Authority of Marin (TAM), redirect \$104,000 in the North Bay PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Recreation Area Improvements project, as the former project has been cancelled by Novato.

Due to federal funding limitations, both projects were proposed to be funded by Novato through internal fund exchanges, wherein Novato would direct the federal PCA grant onto local streets and roads rehabilitation or improvement projects and commit to direct an equal amount of non-federal funds to complete the two PCA grant projects. As the city is no longer pursuing the Carmel Open Space Acquisition, Novato has requested to shift their commitment of \$104,000 in non-federal funds to their Hill Recreation Area Improvements project.

Issues: None.

Recommendation: Refer MTC Resolution No. 4202, Revised to the Commission for approval.

Attachments: MTC Resolution No. 4202, Revised, Attachment B-1



Therese W. McMillan

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C 12/20/17-C
01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C 11/20/19-C
02/26/20-C 05/27/20-C

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

- Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
- Attachment B-1 – OBAG 2 Regional Program Project List
- Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including \$72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram \$2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect \$417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three

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subcomponents totaling \$10,000,000: \$720,000 for Rideshare Implementation, \$7,280,000 for the Carpool Program, and \$2,000,000 for the Vanpool Program; direct \$1,785,000 from 511 Next Gen to the Commuter Benefits program; direct \$1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer \$1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer \$500,000 from the Freeway Performance Initiative program and \$500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift \$40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and \$13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program \$5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program \$17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program \$1,655,000 to the Sonoma Safe Routes to School program; and redirect \$1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and \$1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect \$1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct \$18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization (\$5,000,000) and the Next Gen Arterial Operations Program (\$13,000,000) within the Regional Active Operational Management program; direct \$19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation (\$2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation (\$5,940,000), Transportation Management Center Asset Upgrade and Replacement (\$4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures (\$4,000,000) and a Detection Technology Pilot (\$5,000,000) within

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the Regional Active Operational Management program; and remove \$290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram \$1,000,000 from the SMART Pathway – 2nd to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing \$1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out \$8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program \$1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program \$2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including \$223,000 in supplemental funds from San Mateo's discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program \$12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; \$11,000,000 in exchange funds are added to the program for tracking purposes, with the final \$1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program \$4,160,000 to Incident Management Implementation and \$8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for \$2,500,000 and the Shared Use Mobility program for \$2,500,000; and program \$16,000,000 for three corridors within the Freeway Performance Program, with \$8,000,000 for I-680, \$3,000,000 for I-880, and \$5,000,000 for SR-84.

On October 25, 2017, Attachment B-1 was revised to program \$10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle

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Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional \$10 million to advance implementation of electric vehicles within the region.

On November 15, 2017, Attachment B-2 was revised to program \$200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; \$122,000 within the Napa County Program to Napa Valley Transportation Authority (NVTa) for the Napa County Safe Routes to School (SRTS) Program; and \$300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program \$334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect \$10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect \$4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program \$13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect \$822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program \$2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

On March 28, 2018, Attachment B-1 was revised to distribute the \$1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of \$30,000 in MTC

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exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program \$8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; \$3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; \$7,288,000 in PDA Planning and Implementation grants; and \$500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by \$2,050,000, redirecting \$1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and \$1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional \$25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program \$800,000 to MTC's Carsharing Implementation and \$325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program \$8,271,000 to 511 Implementation, \$2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and \$380,000 to an unprogrammed balance within the Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect \$1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

On July 25, 2018, Attachment B-1 was revised to program \$1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's \$65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by \$85,000 as this

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project will receive an equivalent amount of funds through a prior cycle; a total of \$150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

On September 12, 2018, Attachments B-1 and B-2 were revised to program \$3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional \$6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, \$4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect \$15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect \$48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to \$1,200,000 to reflect amount previously approved; redirect \$1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect \$1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and \$1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program \$4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: \$617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, \$1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, \$763,000 for San Rafael's Grand Ave Bridge project, and \$2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program \$4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: \$619,000 to CCTA for Innovative Deployment for Enhanced Arterials; \$621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; \$500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; \$1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and \$1,100,000 to MTC for Napa Valley Transportation Demand.

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On December 19, 2018, Attachments B-1 and B-2 were revised to redirect \$5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect \$794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect \$15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of \$3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the \$3,779,849 freed up by this swap, \$1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining \$2,779,849 is held for future Commission action.

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from \$619,000 to \$589,000; and redirect the \$30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

On June 26, 2019, Attachment B-2 was revised to program \$822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six existing projects; and to redirect \$251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

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On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the \$300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect \$9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect \$625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect \$2 million from the Detection Technology Pilot project and \$1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional \$3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect \$1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect \$3,366,000 from John Yehall Chin Elementary Safe Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect \$1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to Cupertino's McClellan Rd Separated Bike Lane project, and program \$1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

On October 23, 2019, Attachment B-1 was revised to redirect \$3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct \$5 million (\$4 million Solano County and \$1 million other North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and

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program \$1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

On November 20, 2019, Attachments B-1 and B-2 were revised to program \$6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect \$1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect \$618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program \$1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and \$3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

On May 27, 2020, Attachment B-1 was revised to clarify the scope of MTC's Freeway Performance Program planning-only project on I-80 extends from Carquinez Bridge in Contra Costa to Fremont Street in San Francisco; change the sponsor for three projects within the Regional Priority Conservation Area (PCA) Grant program; and to redirect \$104,000 in the North Bay Priority PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Area National Recreation Area, as the former project has been cancelled.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; and the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018,

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September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, and May 13, 2020.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

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

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

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

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

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

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

RESOLVED that MTC approves the “Project Selection Criteria and Programming Policy” for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

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

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 18, 2015

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs FY 2017-18 through FY 2021-22 May 2020

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C
09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C
06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C
09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$457,365,700	\$44,269,330
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	\$9,555,000	
1. REGIONAL PLANNING ACTIVITIES	TOTAL:	\$9,555,000	
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	\$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	\$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	\$250,000	
2. PAVEMENT MANAGEMENT PROGRAM	TOTAL:	\$9,250,000	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	\$2,000,000	
PDA Supportive Studies	MTC	\$500,000	
PDA Planning			
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	\$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	\$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	\$140,000	
San Rafael: Downtown Precise Plan	MTC	\$500,000	
San Francisco: HUB Area EIR	MTC	\$500,000	
San Francisco: Transit Corridors Study	MTC	\$500,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	\$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	\$500,000	
Vacaville: Downtown Specific Plan	MTC	\$350,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	\$800,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Management	MTC	\$180,000	
Fremont: SB743 Implementation	MTC	\$150,000	
Hayward: SB743 Implementation	MTC	\$150,000	
Oakland: ADU Initiative	MTC	\$200,000	
Oakland: Innovative Construction Initiative	MTC	\$200,000	
Concord: VMT-based Transportation Impact Standards	MTC	\$150,000	
Concord: Galindo Street Corridor Plan	MTC	\$200,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	\$150,000	
San Jose: PDA/Citywide Design Guidelines	MTC	\$200,000	
Windsor: Parking Management and Pricing	MTC	\$35,000	
Technical Assistance			
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	\$65,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	\$65,000	
San Francisco: Mission-San Jose PDA Housing Feasibility Analysis	MTC	\$65,000	
San Francisco: PDA Density Bonus Program	MTC	\$65,000	
Belmont: Transportation Demand Management Program	MTC	\$65,000	
BART AB2923 Implementation	BART	\$1,000,000	
Unprogrammed balance	MTC	\$7,862,000	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	\$300,000	
CCTA: Community-Based Transportation Plans	MTC	\$215,000	
TAM: Community-Based Transportation Plans	MTC	\$75,000	
NVTA: Community-Based Transportation Plans	MTC	\$75,000	
SFCTA: Community-Based Transportation Plans	MTC	\$175,000	
C/CAG: Community-Based Transportation Plans	MTC	\$120,000	
VTA: Community-Based Transportation Plans	MTC	\$300,000	
STA: Community-Based Transportation Plans	MTC	\$95,000	
SCTA: Community-Based Transportation Plans	MTC	\$110,000	
CBTP Program Evaluation	MTC	\$35,000	
3. PDA PLANNING & IMPLEMENTATION	TOTAL:	\$20,000,000	
4. CLIMATE INITIATIVES			

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs FY 2017-18 through FY 2021-22 May 2020

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C
09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C
06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C
09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$457,365,700	\$44,269,330
Climate Initiatives		\$10,875,000	
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	\$10,000,000	
Carsharing Implementation	MTC	\$800,000	
Targeted Transportation Alternatives	MTC	\$325,000	
Spare the Air Youth Program - 2	MTC	\$1,417,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	\$1,000,000	
4. CLIMATE INITIATIVES	TOTAL:	\$24,417,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	\$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	\$26,148,000	
511 Implementation	MTC	\$7,450,000	
Rideshare			
Rideshare Implementation	MTC	\$720,000	
Carpool Program	MTC	\$7,280,000	
Vanpool Program	MTC	\$2,000,000	
Commuter Benefits Implementation	MTC	\$674,000	
Commuter Benefits Program	MTC	\$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		\$1,100,000
Bay Bridge Forward			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	\$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	\$800,000	
Eastbay Commuter Parking	MTC	\$2,500,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	\$2,000,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	\$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		\$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		\$1,160,000
Freeway Performance Program			
Freeway Performance Program	MTC	\$15,240,000	
FPP: I-880 (I-80 to I-280)	MTC	\$3,000,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	\$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF SFOBB Toll Plaza) PL only	MTC	\$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	\$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	\$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	\$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	\$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	\$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	\$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA)			
IDEA Technical Assistance	MTC	\$1,532,000	
IDEA Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	\$2,300,000	
Alameda: Webster & Posey Tubes (SR 260), Park St	MTC	\$276,000	
Hayward: Various Locations	MTC	\$302,000	
Oakland: Bancroft Ave	MTC	\$310,000	
Pleasanton: Various Locations	MTC	\$290,000	
Union City: Union City Blvd & Decoto Rd	MTC	\$710,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	\$563,000	
San Rafael: Downtown San Rafael	MTC	\$830,000	
South San Francisco: Various Locations	MTC	\$532,000	
San Jose: Citywide	MTC	\$1,400,000	
IDEA Category 2			
LAVTA/Dublin: Citywide	MTC	\$385,000	
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	\$785,000	

Attachment B-1

MTC Resolution No. 4202

OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
May 2020

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C
 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C
 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C
 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS			
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		\$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		\$621,000
Los Gatos: Los Gatos Blvd	MTC	\$700,000	
MTA: Veterans Admin. Palo Alto Medical Center	MTA	\$845,000	
Connected Vehicles/Automated Vehicles (CV/AV)	MTC	\$2,500,000	
Shared Use Mobility	MTC	\$2,500,000	
Connected Bay Area			
TMS Implementation	MTC	\$2,910,000	
TMC Asset Upgrade and Replacement	MTC	\$1,150,000	
I-880 Communication Upgrade and Infrastructure Gap Closures	MTC	\$11,940,000	
InterConnect Bay Area Program	MTC	\$3,000,000	
Incident Management			
Incident Management Implementation	MTC	\$4,160,000	
I-880 ICM Northern	MTC	\$6,200,000	
I-880 ICM Central	MTC	\$2,640,000	
Unprogrammed Balance	TBD	\$380,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT	TOTAL:	\$173,000,000	\$4,000,000
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	\$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	\$9,760,700	\$30,239,330
Clipper	MTC	\$34,200,000	
Unprogrammed Balance		\$15,283,000	
6. TRANSIT PRIORITIES	TOTAL:	\$159,043,700	\$30,239,330
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps (Fund Exchange)	MTC/GreenInfo Network		\$30,000
PCA Grant Implementation	MTC/Coastal Conservancy		\$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		\$321,000
Albany: Albany Hill Access Improvements	Albany		\$251,000
Livermore: Arroyo Road Trail	Livermore		\$400,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	East Bay Regional Parks District		\$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		\$950,000
San Francisco: McLaren Park and Neighborhood Connections Plan	San Francisco Recreation and Parks		\$194,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		\$200,000
SMCHD Half Moon Bay: Pillar Point Public Access Improvements	San Mateo Co. Harbor District Half Moon Bay		\$298,000
Menlo Park: Bedwell Bayfront Park Entrance Improvements	Menlo Park		\$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.		\$110,000
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Point Blue Conservation Science		\$379,000
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Santa Clara Valley Open Space Auth.		\$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Open Space Auth.		\$1,000,000
Unprogrammed Balance	TBD		\$1,647,000
North Bay PCA Grant Program			
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rehab. (for Corte Madera: Paradise)	Marin County	\$312,000	
Marin County: Hicks Valley/Wilson Hill/Marshall-Petaluma Rd Rehab	Marin County	\$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps. Carmel Open Space Acquisition)	Novato	\$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	\$265,000	
National Parks Service: Fort Baker's Vista Point Trail	NPS	\$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	\$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	\$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	\$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	\$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	\$1,280,000	

Attachment B-1**MTC Resolution No. 4202****OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
May 2020**

MTC Res. No. 4202 Attachment B-1

Adopted: 11/18/15-C

Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C
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 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C
 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		\$457,365,700	\$44,269,330
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	\$770,000	
7. PRIORITY CONSERVATION AREA (PCA)	TOTAL:	\$8,200,000	\$30,000
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP) (Funding Exchange)	MTC		\$10,000,000
Housing Incentive Pool	TBD	\$25,000,000	
Sub-HIP Pilot Program			
Solano County projects - TBD	TBD	\$4,000,000	
Other North Bay County projects - TBD	TBD	\$1,000,000	
8. BAY AREA HOUSING INITIATIVES	TOTAL:	\$30,000,000	\$10,000,000
9. REGIONAL STRATEGIC INVESTMENTS (RSI)			
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	\$4,000,000	
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	\$15,400,000	
Novato: Pavement Rehab (for Downtown Novato SMART Station)	Novato	\$617,000	
Old Redwood Highway Multi-Use Pathway	TAM	\$1,120,000	
San Rafael: Grand Ave Bridge	San Rafael	\$763,000	
US 101 Marin-Sonoma Narrows	TAM	\$2,000,000	
9. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	\$23,900,000	
OBAG 2 REGIONAL PROGRAMS	TOTAL:	\$457,365,700	\$44,269,330

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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0692 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 4/20/2020 **In control:** Programming and Allocations Committee

On agenda: 5/13/2020 **Final action:**

Title: MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-36.

Sponsors:

Indexes:

Code sections:

Attachments: [6c 20-0692 PAC 2d Reso-4375 TIP Amendment 2019-36.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4375, Revised. 2019 Transportation Improvement Program (TIP) Amendment 2019-36.

Presenter:

Adam Crenshaw

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 2d - 20-0692

MTC Resolution No. 4375, Revised

Subject: 2019 Transportation Improvement Program (TIP) Amendment 2019-36.

Background: The federally required TIP is a comprehensive listing of Bay Area surface transportation projects that receive federal funds, are subject to a federally required action or are regionally significant. MTC, as the federally designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region, must prepare and adopt the TIP at least once every two years. The 2019 TIP, covering the four-year period from FY 2018-19 through 2021-22, was adopted by the Commission on September 26, 2018, and approved by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on December 17, 2018. The 2019 TIP is valid for four years under federal regulations. The TIP may be revised to make necessary changes prior to the next update. The TIP is posted on MTC's website at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Amendment 2019-36 makes revisions to 29 projects with a net funding increase of approximately \$350 million. Among other changes, this revision:

- Amends two new projects into the TIP and updates six other projects to reflect the recent adoption of the 2020 State Transportation Improvement Program (STIP) by the California Transportation Commission (CTC);
- Amends the Santa Clara Valley Transportation Authority's (VTA's) "Not on Transit" Program into the TIP to reflect the award of \$350,000 in Federal Transit Administration (FTA) Human Trafficking Awareness and Public Safety Initiative Grant funds. This program aims to train employees and raise passenger awareness to recognize and report human trafficking activities on transit;
- Updates the funding plans of six projects, amends one new project into the TIP and deletes an existing project to reflect changes in the Transit Capital Priorities (TCP) Program;
- Amends four other new exempt, individually-listed projects and one new grouped listing, totaling \$103 million, into the TIP; and
- Archives five projects as they have been completed or all federal funds for the project have been obligated.

The revisions made with this amendment do not conflict with the financial constraint requirements of the TIP, and therefore the 2019 TIP remains financially constrained with this amendment. The 2019 TIP is also designed such that, once implemented, it makes progress toward achieving the performance targets established per federal regulations.

The revisions made pursuant to this amendment will not change the air quality conformity finding; therefore, a conformity determination is not required.

The TIP Revision Summary for this amendment is attached (Attachment 1) and is also available in the MTC offices at 375 Beale Street, San Francisco, CA, and is posted on the Internet at: <http://mtc.ca.gov/our-work/fund-invest/tip/tip-revisions-and-amendments>.

The TIP public participation process also serves to satisfy the public involvement requirements of the FTA annual Program of Projects, for applicable funds.

This amendment will be transmitted to Caltrans after the Commission approval; after its review, Caltrans will forward the amendment to FTA/FHWA as required for final federal agency review and approval.

Issues:

On March 31, 2020, the Environmental Protection Agency (EPA) and National Highway Traffic Safety Agency's (NHTSA) finalized Part II of their Safer Affordable Fuel Efficient (SAFE) Vehicles Rule, which revises the federal Corporate Average Fuel Economy (CAFE) standards. The California Air Resources Board (CARB) is still analyzing the final rule to determine if it will impact the emissions factor modeling tool (EMFAC) that must be used when MTC performs a regional transportation-air quality conformity analysis. PART II becomes effective 60 days following notice in the federal register. Once Part II becomes effective, TIP amendments requiring an air quality conformity determination may not be able to move forward. Because this amendment does not impact air quality, and a new or revised air quality conformity determination is not required, the TIP revision may move forward and receive final federal approval.

A concurrent amendment, Amendment 2019-35, revises the I-680 Express Lane Gap Closure Project in Alameda County to maintain consistency with the Amended Plan Bay Area 2040, including a net increase in funding of approximately \$86 million. The revision to this project in the TIP is contingent on a similar amendment to Plan Bay Area 2040 and an updated Transportation-Air Quality Conformity Analysis. Because of these additional actions, Amendment 2019-35 was reviewed along with those items at the Planning Committee meeting on May 8, 2020. Pending the Committee referrals, the Commission will consider action on both TIP Amendments 2019-35 and 2019-36 at its May 27, 2020 meeting.

Recommendation: Staff requests the Commission approve MTC Resolution No. 4375, Revised.

Attachments: Attachment 1, Summary Report of Amended Projects for TIP Amendment 2019-36; and
MTC Resolution No. 4375, Revised



Therese W. McMillan

**TIP Revision Summary
2019-36**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
ALA190020	Pleasanton	I-680/Sunol Interchange Improvements	Amend a new exempt project into the TIP with \$4.15 M in Other Local funds (Development Impact Fees) and \$26.1M in RTP-LRP funds	\$30,250,000	~%
ALA190022	Alameda County	E14th St/Mission Blvd Corridor Improvements	Amend a new exempt project into the TIP with \$540K in Earmark-HPP funds transferred from the previously archived ALA991077, \$9.9M in Tier I Redevelopment Agency funds (Other Local), \$1.27M in Sales Tax and \$15.6M in RTP-LRP funds	\$27,279,940	~%
CC-050076	Richmond	I-80/Central Avenue - Local Portion	Update the funding plan to reprogram \$2.8M in CON STP, \$1.9M in CON RIP, \$200K in CON Sales Tax and \$700K in CON Local funds from FY22 to FY23	\$0	0.0%
CC-170045	San Ramon	Alcosta Boulevard Pavement Rehab	Update the project scope to indicate new limits from Veracruz Dr to Olympia Fields Dr and update the funding plan to add \$2.9M in Local funds	\$2,875,000	130.7%
CC-190012	Contra Costa County	Treat Boulevard Corridor Improvements	Amend a new exempt project into the TIP with \$1.6M in RIP and \$542K in Local funds	\$2,142,000	~%
SCL110007	Santa Clara County	San Tomas Expressway Widening - Phase I	Update the project description to remove Phase II and update the funding plan to remove future funding and archive this project listing. Phase II will be added to the TIP once funding is identified.	-\$48,640,000	-79.3%
SCL170021	Palo Alto	North Ventura Coordinated Area Plan	Archive the project as it has been completed	\$0	0.0%
SCL170041	Palo Alto	Palo Alto Street Resurfacing	Archive this project as the funds have been obligated	\$0	0.0%
SCL190036	Cupertino	McClellan Road Separated Bike Lanes	Amend a new exempt project into the TIP with \$1M in CMAQ and \$1.5M in Local funds	\$2,500,000	~%
SM-170033	San Bruno	Huntington/San Antonio Street Rehabilitation	Update the funding plan to add \$699K in FY20 CON Local and \$400K in FY21 CON Local to match engineers estimates and reflect phasing of the project	\$1,099,000	132.3%
System: Public Lands/Trails					
ALA190021	Alameda County	Niles Canyon Trail, Phase I	Amend a new exempt project into the TIP with \$231K in MTC Regional Exchange Funds, \$2.1M in Other Local and \$26M in RTP-LRP	\$28,901,000	~%
System: State Highway					
ALA050079	Alameda County Transportation Commission (ACTC)	I-80 Gilman Interchange Improvements	Update the funding plan to change the source for \$2.3M from Sales Tax to Local and for \$10.3M from RTP-LRP to RIP, add \$569K in Local and \$5.1M in RIP, and reprogram funds between years and phases including moving the ROW phase into the TIP period	\$5,723,880	10.2%
NAP090003	Napa Valley Transportation Authority	SR 12/29/221 Soscol Junction Interchange Imps.	Update the funding plan to add \$2M in RIP funds to PSE in FY 20; remove \$300K in RIP funds from ROW in FY20; add \$20.3M in RIP funds to CON FY22; add \$3.6M in Local funds to CON FY22; and add \$1.8M in RTP-LRP funds to CON FY23	\$27,445,000	76.2%
NAP170009	Napa (City)	Silverado Trail Five-Way Intersection Improvements	Update the funding plan to add \$458K in Local funds and reprogram funds between years and phases including reprogramming the ROW phase to outside the active years of the TIP	\$458,000	4.3%
SCL110008	Santa Clara Valley Transportation Authority (VTA)	SR 237 Express Lanes: North 1st St to Mathilda Ave	Archive this project as it has been completed	\$0	0.0%

**TIP Revision Summary
2019-36**

Attachment 1

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
SCL130041	Palo Alto	Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge	Archive project as the funds have been obligated	\$0	0.0%
SM-190009	San Mateo CCAG	US-101 Managed Lanes North of I-380	Amend a new non-exempt project into the TIP with \$7M in RIP funds, \$15M in Salestax funds, and \$120M in RTP-LRP funds	\$142,177,000	~%
SOL090015	Solano County	Redwood-Fairgrounds Dr Interchange Imps	Update the funding plan to add \$5M in RIP funds to CON FY22 and remove \$5M in RTP-LRP from CON FY23	\$0	0.0%
SOL110001	Metropolitan Transportation Commission (MTC)	Solano I-80 Managed Lanes	Update the funding plan to add \$700K in RIP funds to ROW in FY22 and \$33.3M in RIP funds to CON in FY22	\$34,000,000	14.9%
System: Transit					
MRN130015	Golden Gate Bridge, Highway and Transit District	GGBHTD - Transit Systems Enhancements	Update the funding plan to remove \$174K in 5307 and \$44K in Local funds as they are being transferred to MRN150014	-\$220,982	-7.0%
MRN150014	Golden Gate Bridge, Highway and Transit District	GGBHTD Ferry Major Components Rehab	Update the funding plan to add \$11.4M in 5337 and \$2.8M in Local funds being transferred from MRN990017 and \$174K in 5307 and \$44K in Local funds being transferred from MRN130005	\$14,455,491	215.1%
MRN150015	Golden Gate Bridge, Highway and Transit District	GGBHTD Ferry Propulsion Systems Replacement	Update the funding plan to add \$5.6M in FY20 5337 and \$1.4M in FY20 Local funds that are being transferred from MRN990017	\$7,012,500	129.7%
MRN170008	Golden Gate Bridge, Highway and Transit District	GGBHTD: Replace 67 Diesel Buses with Hybrid Buses	Update the funding plan to add \$5.2M in 5307 and \$1.3M in Local funds as they are being transferred from MRN170010	\$6,479,025	11.0%
MRN170010	Golden Gate Bridge, Highway and Transit District	GGBHTD: Purchase 7 Hybrid Buses	Update the funding plan to remove \$5.2M in 5307 funds and \$1.3M in Local funds as they are being transferred to MRN170008 and delete this project	-\$6,479,025	-100.0%
MRN990017	Golden Gate Bridge, Highway and Transit District	GGBHTD: Ferry Channel & Berth Dredging	Update the funding plan to remove \$17M in 5337 and \$4.25M in Local funds as they are being transferred to MRN150014 and MRN150015.	-\$21,250,000	-44.8%
SCL190035	Santa Clara Valley Transportation Authority (VTA)	VTA - Not on Transit Program	Amend a new exempt project into the TIP with \$350K in Human Trafficking Awareness and Public Safety Initiative Grant funds and \$150K in Sales Tax	\$500,000	~%
SCL190037	Santa Clara Valley Transportation Authority (VTA)	VTA: Bus & LR Vehicle Mobile Router Replacement	Amend a new exempt project into the TIP with \$1.2M in 5307 and \$300K in Local funds	\$1,500,000	~%
SF-050024	San Francisco Municipal Transport Agency (SFMTA)	SFMTA: Train Control & Trolley Signal Rehab/Replace	Update the funding plan to add \$20.3M in operating funds and \$57M in RTP-LRP funds in various years and phases	\$77,283,000	58.4%
VAR190005	Metropolitan Transportation Commission (MTC)	GL: FTA Section 5310 Program FY18 and FY19	Amend a new group listing into the TIP with \$14.1M in 5310 funds. Toll credits will be used in lieu of match.	\$14,130,385	~%

TIP Revision Summary
2019-36

Attachment 1

Total Funding Change: \$349,621,214

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$233,938,806	\$20,152,000	\$117,107,337	\$459,582,809	\$830,780,952	\$179,586,729
Proposed:	\$336,426,131	\$20,152,000	\$117,107,337	\$706,716,698	\$1,180,402,166	\$330,912,123
Delta:	\$102,487,325	\$0	\$0	\$247,133,889	\$349,621,214	\$151,325,394

Date: September 26, 2018
 W.I.: 1512
 Referred by: PAC
 Revised: 12/19/18-C 01/23/19-C 02/27/19-C
 03/27/19-C 04/24/19-C 05/22/19-C
 06/26/19-C 07/24/19-C 09/25/19-C
 10/23/19-C 11/20/19-C 12/18/19-C
 01/22/20-C 02/26/20-C 03/25/20-C
 05/27/20-C

ABSTRACT

Resolution No. 4375, Revised

This resolution adopts the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2019 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 12, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, April 14, 2019, May 8, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, December 11, 2019, January 8, 2020, February 12, 2020, March 11, 2020, the Planning Committee summary sheet dated May 8, 2020 and the Programming & Allocations Committee summary sheet dated May 13, 2020. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: 'Revisions to the 2019 TIP'.

2019 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-01	Admin. Mod.	52	\$36,741,847	12/19/2018	12/19/2018
2019-02	Admin. Mod.	12	\$7,296,176	2/1/2019	2/1/2019
2019-03	Amendment	40	\$155,338,096	12/19/2018	2/5/2019
2019-04	Admin. Mod.	10	\$5,506,382	3/5/2019	3/5/2019
2019-05	Amendment	3	\$22,503,964	1/23/2019	2/19/2019
2019-06	Amendment	2	\$15,814,128	1/23/2019	2/15/2019
2019-07	Admin. Mod.	19	\$11,050,370	3/28/2019	3/28/2019
2019-08	Amendment	12	-\$25,513,326	2/27/2019	4/3/2019
2019-09	Admin. Mod.	7	\$1,547,102	5/6/2019	5/6/2019
2019-10	Amendment	4	-\$18,724,000	3/27/2019	4/24/2019

ABSTRACT

MTC Resolution No. 4375, Revised

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Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-11	Admin. Mod.	46	-\$10,610,187	6/6/2019	6/6/2019
2019-12	Amendment	4	\$13,699,781	4/24/2019	6/6/2019
2019-13	Admin. Mod.	22	\$15,402,477	7/3/2019	7/3/2019
2019-14	Amendment	25	\$801,633,123	5/22/2019	6/27/2019
2019-15	Admin. Mod.	11	9,525,440	8/13/2019	8/13/2019
2019-16	Amendment	8	\$21,335,503	6/26/2019	8/26/2019
2019-17	Admin. Mod.	11	-\$7,160,690	8/29/2019	8/29/2019
2019-18	Amendment	9	\$115,165,869	7/24/2019	9/10/2019
2019-19	Admin. Mod.	34	-\$6,469,315	10/7/2019	10/7/2019
2019-20	Admin. Mod.	6	\$0	10/31/2019	10/31/2019
2019-21	Amendment	15	-\$141,949,908	9/25/2019	10/18/2019
2019-22	Admin. Mod.	10	\$1,370,190	12/12/2019	12/12/2019
2019-23	Amendment	6	\$185,014,158	10/23/2019	11/13/2019
2019-24	Admin. Mod.	9	\$43,720,114	1/17/2020	1/17/2020
2019-25	Amendment	17	\$204,462,942	11/20/2019	12/23/2019
2019-26	Admin. Mod.	6	\$3,953,795	2/14/2020	2/14/2020
2019-27	Amendment	12	\$112,588,334	12/18/2019	2/26/2020
2019-28	Admin. Mod.	7	\$2,956,808	3/26/2020	3/26/2020
2019-29	Amendment	8	\$1,762,160	1/22/2020	2/26/20
2019-30	Admin. Mod.	Pending	Pending	Pending	Pending
2019-31	Amendment	3	\$6,508,000	2/26/2020	4/2/20
2019-32	Admin. Mod.	Pending	Pending	Pending	Pending
2019-33	Amendment	12	\$4,108,000	3/25/2020	Pending
2019-34	Admin. Mod.	Pending	Pending	Pending	Pending
2019-35	Amendment	1	\$86,000,000	5/27/2020	Pending
2019-36	Amendment	29	\$349,621,214	5/27/20	Pending
Net Funding Change		472	\$2,024,198,547		
Absolute Funding Change			\$2,445,053,399		

Date: September 26, 2018
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2019 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4375

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, Section 65074 of the California Government Code requires all state MPOs to update their TIPS concurrently every even year; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.326(k)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.326) require that the TIP be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.332(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4374 that the 2019 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2019 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2019 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2019 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2019 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2019 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that the 2019 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public participation process conducted for the 2019 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757); and, be it further

RESOLVED, that MTC finds that the 2019 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4374); and, be it further

RESOLVED, that the projects and programs included in the 2019 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further


RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2019 TIP are consistent with the Amended Plan Bay Area 2040 (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2019 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4375, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that a copy of this resolution shall be forwarded to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Jake Mackenzie, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California, on September 26, 2018.

Date: September 26, 2018
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4375
Page 1 of 1

2019 Transportation Improvement Program

The 2019 Transportation Improvement Program for the San Francisco Bay Area, adopted September 26, 2018, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2019 TIP Investment Analysis: Focus on Low-Income and Minority Communities
- The 2019 TIP Performance Report

Date: September 26, 2018
W.I.: 1512
Referred by: PAC
Revised: 12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 04/24/19-C 05/22/19-C
06/26/19-C 07/24/19-C 09/25/19-C
10/23/19-C 11/20/19-C 12/18/19-C
01/22/20-C 02/26/20-C 03/25/20-C
05/27/20-C

Attachment B
Resolution No. 4375, Revised
Page 1 of 14

Revisions to the 2019 TIP

Revisions to the 2019 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 2019-01 is an administrative modification that revises 52 projects with a net funding increase of approximately \$36.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 19, 2018. Among other changes, this revision:

- Updates the funding plans of 36 Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect obligations and programming decisions;
- Updates the funding plan of the Santa Clara Valley Transportation Authority's US-101 Express Lanes in Santa Clara County project to reflect the programming of \$3.3 million in repurposed earmark funds;
- Updates the funding plan and back-up listing of the Caltrans-managed local Highway Bridge Program (HBP) grouped listing and updates the funding plans of eight individually listed HBP-funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.3 million in repurposed earmark funds, \$17.4 million in HBP funds and \$5.3 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-02 is an administrative modification that revises 12 projects with a net funding increase of approximately \$7.3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 1, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Road Repair and Accountability Act (SB1) and State Transportation Improvement Program funded project, and one High Priority Program earmark funded project to reflect the latest programming decisions; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$421,807 in High Priority Program earmark funds, \$207,000 in SB1 funds and \$6 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-03 is an amendment that revises 40 projects with a net funding increase of approximately \$155 million. The revision was referred by the Programming and Allocations Committee on December 12, 2018, and approved by the MTC Commission on December 19, 2018. Caltrans approval was received on January 15, 2019, and final federal approval was received on February 5, 2019. Among other changes, this revision:

- Updates the funding plans of six Highway Bridge Program funded projects to reflect the latest programming information from Caltrans;
- Adds two new exempt projects and one new non-exempt not regionally significant project, deletes an existing exempt project and updates the funding plans of 14 additional projects to reflect Surface Transportation Block Grant / Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) programming decisions and obligations;
- Adds one new grouped listing and updates the funding plans and back up listings of three existing grouped listings to reflect the latest information from Caltrans;
- Adds three additional new exempt projects to the TIP; and
- Carries forward two exempt projects and two grouped listings from the 2017 TIP.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-04 is an administrative modification that revises ten projects with a net funding increase of approximately \$5.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 5, 2019. Among other changes, this revision:

- Updates the funding plans of four Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions, including the exchange of approximately \$16 million in STP/CMAQ and an equal amount of sales tax proceeds between San Francisco's Better Market Street project and SFMTA's New Central Subway project;

- Also updates the funding plan of the Better Market Street project to reflect the award of \$15 million in Better Using Investments to Leverage Development (BUILD) grant funds;
- Combines the two Innovative Deployments to Enhance Arterials program listings into a single listing;
- Splits out near-term, High Priority Program-funded improvements from Alameda County's Vasco Road Safety Improvements project; and
- Updates the funding plan and back-up listing of the Lifeline Transportation Program – Cycle 5 grouped listing to reflect the programming of additional Federal Transit Administration Section 5307 funds and State Transit Assistance program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$15 million in BUILD funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-05 is an amendment that revises three projects with a net funding increase of approximately \$22.5 million. The revision was referred by the Programming and Allocations Committee on January 9, 2019, and approved by the MTC Commission on January 23, 2019. Caltrans was received on February 6, 2019, and final federal approval was received on February 19, 2019. Among other changes, this revision updates the funding plan and back-up listing of the Caltrans managed Highway Safety Improvement Program grouped listing. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-06 is an amendment that revises two projects with a net funding increase of approximately \$15.8 million. The revision was proposed subsequent to the Programming and Allocations Committee review of Revision 2019-05 on January 9, 2019 and was approved by the MTC Commission on January 23, 2019. Caltrans approval was received on February 6, 2019, and final federal approval was received on February 15, 2019. Among other changes, this revision:

- Adds one Federal Transit Administration Bus and Bus Facilities Program and Low or No Emission Vehicle Program funded Fairfield and Suisun Transit project to the TIP; and
- Adds the San Joaquin Regional Rail Commission's Oakley Station Platform project to reflect the award of Transit and Intercity Rail Capital Program funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-07 is an administrative modification that revises 19 projects with a net funding increase of approximately \$11 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 28, 2019. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent Safety Barrier project to reflect the programming of approximately \$45.2 million in Federal Highway

Infrastructure Program (FHIP) funds in lieu of Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1 and One Bay Area Grant 2 (OBAG2) funds;

- Updates the funding plans of nine other STP/CMAQ funded projects and one High Priority Program Earmark (HPP) funded project to reflect planned obligations;
- Updates the funding plan of San Rafael's Francisco Blvd West Multi-Use Pathway project to reflect the programming of Regional Measure 2 (RM2) and Transportation Fund for Clean Air (TFCA) funds; and
- Updates the funding plans and back-up listings of the State Highway Operation and Protection Program (SHOPP) Collision Reduction, Local Highway Bridge Program (HBP) and FTA Section 5311 Fiscal Years 2018/19 and 2019/20 grouped listings to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$45.2 million in FHIP funds, \$2.4 million in HPP funds, \$248,400 in TFCA funds, \$6.3 million in SHOPP funds, and \$283,186 in FTA Section 5311f funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-08 is an amendment that revises 12 projects with a net funding decrease of approximately \$25.5 million. The revision was referred by the Programming and Allocations Committee on February 13, 2019, and approved by the MTC Commission on February 27, 2019. Caltrans approval was received on March 13, 2019, and final federal approval was received on April 3, 2019. Among other changes, this revision:

- Adds one new exempt project and updates the funding plan of one other project to reflect the award of Federal Transit Administration Bus and Bus Facilities Infrastructure Investment Program discretionary grants;
- Updates the funding plan of the Solano Transportation Authority's I-80/I-680/SR-12 Interchange Improvements project to reflect the award of Trade Corridor Enhancement Program funds;
- Updates the funding plans of two Altamont Corridor Express projects to reflect the award of Transit and Intercity Rail Capital Program funds;
- Archives three implemented projects; and
- Deletes three projects that will not move forward as federal projects.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-09 is an administrative modification that revises seven projects with a net funding increase of approximately \$1.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 6, 2019. Among other changes, this revision:

- Updates the funding plan of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules; and
- Updates the funding plans of two Road Repair and Accountability Act (SB1) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$1.77 million in SB1 funds and \$165,452 in CalRecycle funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-10 is an amendment that revises four projects with a net funding decrease of approximately \$18.7 million. The revision was referred by the Programming and Allocations Committee on March 6, 2019, and approved by the MTC Commission on March 27, 2019. Caltrans approval was received on April 5, 2019, and final federal approval was received on April 24, 2019. Among other changes, this revision:

- Amends one new exempt project into the TIP; and
- Archives one project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-11 is an administrative modification that revises seven projects with a net funding decrease of approximately \$10.6 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 6, 2019. Among other changes, this revision:

- Updates the funding plans of 36 Transit Capital Priorities Program funded projects to reflect the latest programming decisions;
- Updates the funding plans of five Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules;
- Updates the funding plan of the Contra Costa Transportation Authority's New State Highway (SR-239) Study project to reflect the programming of unexpended High Priority Program and Transportation Improvement earmark funds; and
- Updates the Water Emergency Transportation Authority's San Francisco Ferry Terminal/Berthing Facilities project to reflect the programming of FHWA Ferry Boat Program (FBP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$597,635 in High Priority Program earmark funds, \$4.4 million in Transportation Improvement earmark funds, \$877,388 in FBP funds, \$311,764 in Low Carbon Transit Operations program funds, \$976,000 in Proposition 1B funds, and \$216,827 in SB1 funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-11, remains in conformity with the applicable State

Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-12 is an amendment that revises four projects with a net funding increase of approximately \$13.7 million. The revision was referred by the Programming and Allocations Committee on April 10, 2019, and approved by the MTC Commission on April 24, 2019. Caltrans approval was received on May 8, 2019, and final federal approval was received on June 6, 2019. Among other changes, this revision:

- Reprograms Congestion Mitigation and Air Quality Improvement (CMAQ) program funds available through the Transit Performance Initiative – Capital Investment Program from VTA's Santa Clara Pocket Track Light Rail Interlocking project to their Light Rail Track Crossovers and Switches project and deletes the interlocking project; and
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Emergency Response program to reflect the latest information from Caltrans including the addition of \$14.6 million in SHOPP funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-13 is an administrative modification that revises 22 projects with a net funding increase of approximately \$15.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on July 3, 2019. Among other changes, this revision:

- Updates the funding plans of 13 projects to reflect programming changes in the Active Transportation Program (ATP);
- Updates the funding plans of four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of the Caltrans-managed Pavement Resurfacing and Rehabilitation for the State Highway System grouped listing;
- Updates the funding plan of the Sonoma Marin Area Rail Transit corridor project to reflect the award of \$5 million in Federal Railroad Administration (FRA) Positive Train Control (PTC) funds; and
- Updates Bay Area Rapid Transit's Transbay Core Capacity Improvements project to reflect the award of \$300 million in Federal Transit Administration (FTA) Core Capacity grant funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$300 million in FTA Core Capacity funds, \$3.8 million in ATP funds, \$5 million in FRA PTC funds and \$24,540 in California Natural Resources Agency Urban Greening funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-13, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-14 is an amendment that revises 25 projects with a net funding increase of approximately \$802 million. The revision was referred by the Programming and Allocations Committee on May 8, 2019, and approved by the MTC Commission on May 22, 2019. Caltrans approval was received on June 12, 2019, and final federal approval was received on June 27, 2019. Most notable from a dollar standpoint is the addition of replacement and expansion vehicles as part of SFMTA's Light Rail Vehicle Procurement. Among other changes, this revision adds eight new exempt projects to the TIP, updates the funding plans of 13 existing projects and deletes three projects from the TIP to reflect changes in the Transit Capital Priorities (TCP) Program. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-15 is an administrative modification that revises 11 projects with a net funding increase of approximately \$9.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 13, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) – Mobility Program grouped listing to reflect the latest information from Caltrans including the addition of a total of \$9.5 million in SHOPP funds;
- Updates the funding plan of the Golden Gate Bridge Highway and Transportation District's Ferry Propulsion Systems Replacement project to reflect the programming of \$680,815 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plan of Solano County's Redwood – Fairgrounds Drive Interchange Improvements project to reflect the programming of \$26,573 in High Priority Program (HPP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$16.8 million in SHOPP funds, \$26,573 in HPP funds, and \$680,815 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-16 is an amendment that revises eight projects with a net funding increase of approximately \$21.3 million. The revision was referred by the Programming and Allocations Committee on June 12, 2019, and approved by the MTC Commission on June 26, 2019. Caltrans approval was received on August 7, 2019, and final federal approval was received on August 26, 2019. Among other changes, this revision:

- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) Collision Reduction program to reflect the latest information from Caltrans including the addition of \$11.7 million in SHOPP funds;

- Archives three projects as they have been completed or all federal funding for the project has been obligated; and
- Adds one new exempt project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-17 is an administrative modification that revises 11 projects with a net funding decrease of approximately \$7.2 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 29, 2019. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Active Transportation Program (ATP) funded project, and two earmark funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the Marin County - Traffic Operating Systems and Mobility grouped listing to reflect the latest information from Caltrans including the addition of \$97,649 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plans of two Solano County Transit (Soltrans) projects to reflect the programming of additional Transit Capital Priorities funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$9 million in Highway Bridge Program earmark funds and \$97,649 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-17, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-18 is an amendment that revises nine projects with a net funding increase of approximately \$115 million. The revision was referred by the Programming and Allocations Committee on July 10, 2019, and approved by the MTC Commission on July 24, 2019. Caltrans approval was received on September 6, 2019, and final federal approval was received on September 10, 2019. Among other changes, this revision:

- Amends four new exempt projects into the TIP and updates one existing project to reflect the recent CTC approval of Regional Active Transportation Program (rATP), Cycle 4;
- Amends San Jose's Better Bikeway San Jose – San Fernando Street project into the TIP to reflect the award of Statewide Competitive ATP funds; and
- Updates the funding plan of the Caltrans managed Highway Bridge Program grouped listing.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-19 is an administrative modification that revises 34 projects with a net funding decrease of approximately \$6.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 7, 2019. Among other changes, this revision:

- Updates the funding plans of 29 Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan of the Alameda CTC's 7th Street Grade Separation East project to reflect the award of \$175 million in SB1 Trade Corridor Enhancement Program (TCEP) funds;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) group-listing to reflect the latest information from Caltrans including the addition of \$35,990 in HSIP funds; and
- Updates the funding plans of two projects to reflect the latest programming decisions in the Transit Capital Priorities Program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$175 million in TCEP funds and \$35,990 in HSIP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-19, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-20 is an administrative modification that revises six projects with no net change in funding. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 31, 2019. Among other changes, this revision updates the funding plans of the six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned and future obligations, transfers of funding to the Federal Transit Administration and conversions of advanced construction to federal funds. MTC's 2019 TIP, as revised with Revision No. 2019-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-21 is an amendment that revises 15 projects with a net funding decrease of approximately \$142 million. The revision was referred by the Programming and Allocations Committee on September 4, 2019, and approved by the MTC Commission on September 25, 2019. Caltrans approval was received on October 7, 2019, and final federal approval was received on October 18, 2019. Among other changes, this revision:

- Amends two new exempt projects and the preliminary engineering phase of one non-exempt project into the TIP and updates the funding plans of four existing Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) projects to reflect the latest programming decisions;
- Deletes two existing projects as they will not move forward as federal projects; and
- Updates the funding plans and back-up listings of four State Highway Operation and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans including the addition of \$107 million in SHOPP funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-22 is an administrative modification that revises 10 projects with a net funding increase of approximately \$1.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 12, 2019. Among other changes, this revision:

- Updates the funding plans of three Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflected planned obligations;
- Splits the Treasure Island Mobility Management Agency (TIMMA) sponsored Treasure Island Ferry Terminal Landside Improvements project out from the San Francisco County Transportation Authority sponsored Treasure Island Pricing Mobility Improvements project and programs \$3 million in FHWA Ferry Boat Discretionary to TIMMA's project;
- Splits the BART managed Transit Oriented Development Implementation program from the MTC managed Regional Planning-PDA Implementation program; and
- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Ferry Propulsion Systems Replacement project to reflect the programming of \$644,731 in FHWA Ferry Boat Program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3 million in Ferry Boat Discretionary and \$644,731 in Ferry Boat Program funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-22, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-23 is an amendment that revises six projects with a net funding increase of approximately \$185 million. The revision was referred by the Programming and Allocations Committee on October 9, 2019, and approved by the MTC Commission on October 23, 2019. Caltrans approval was received on October 31, 2019, and final federal approval was received on November 13, 2019. Among other changes, this revision:

- Updates the funding plans of the Clipper and Clipper 2.0 Fare Payment System projects to reflect the allocations of funds between the two projects and to reflect the total cost of the Clipper 2.0 project;
- Deletes one exempt project from the TIP;
- Adds one previously archived project back into the TIP; and
- Updates the funding plan and back-up listing of the Caltrans-managed State Highway Operation and Protection Program (SHOPP) – Minor Program funded grouped listing to reflect the latest programming decisions.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-24 is an administrative modification that revises nine projects with a net funding increase of approximately \$43.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on January 17, 2020. Among other changes, this revision:

- Updates the funding plans of three Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions including splitting out Alameda County's Complete Streets Improvements project from the Cherryland/Ashland/Castro Valley and Fairview Bicycle and Pedestrian Improvements project; and
- Updates the funding plans and back-up listings for four Caltrans-managed grouped listings to reflect changes in the Highway Safety Improvement Program, Highway Maintenance (HM) Program, and State Highway Operation and Protection Program (SHOPP), including splitting out the I-280 Roadway Preservation project from the SHOPP Roadway Preservation grouped listing.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$22.7 million in SHOPP funds, \$13.6 million in HM funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-24, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-25 is an amendment that revises 17 projects with a net funding increase of approximately \$204 million. The revision was referred by the Programming and Allocations Committee on November 13, 2019, and approved by the MTC Commission on November 20, 2019. Caltrans approval was received on November 21, 2019, and final federal approval was received on December 23, 2019. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Golden Gate Ferry: New Vessel project to reflect the award of \$5.9 million in FTA Passenger Ferry Grant Program funds;
- Adds two new exempt projects funded through Santa Clara County's Measure B sales tax program;
- Updates three individually-listed Highway Bridge Program (HBP) funded projects and combines six formerly individually-listed HBP projects into the HBP grouped listing based on the latest information from Caltrans;
- Updates the Caltrans-managed Section 130/Railroad-Highway Crossing grouped listing;
- Archives two projects as the funds have been obligated; and
- Deletes one project as the funding has been redirected.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-26 is an administrative modification that revises six projects with a net funding increase of approximately \$4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 14, 2020. Among other changes, this revision:

- Updates the funding plans of two Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions; and
- Updates the funding plans and back-up listings for two grouped listings to reflect the latest programming decisions, including the addition of \$3.5 million in Section 130 Railroad-Highway Crossing program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.5 million in Section 130 Railroad-Highway Crossing funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-26, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-27 is an amendment that revises 12 projects with a net funding increase of approximately \$113 million. The revision was referred by the Programming and Allocations Committee on December 11, 2019, and approved by the MTC Commission on December 18, 2019. Caltrans approval was received on January 2, 2020, and final federal approval was received on February 26, 2020. Among other changes, this revision:

- Updates the funding plans of two Water Emergency Transportation Authority projects to reflect the latest programming decisions;
- Updates four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect changes in funding and scope;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing, amends one exempt project back into the TIP and revises the funding plan of another project to reflect the latest information from Caltrans; and
- Updates the funding plans and back-up listings of two Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listings to reflect the latest information from Caltrans.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-28 is an administrative modification that revises seven projects with a net funding increase of \$3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 26, 2020. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Block Grant Program (STP) funded projects to reflect the latest programming decisions;
- Updates the funding plan of the California Ave. Roundabouts project in the City of Napa to reflect the latest programming decisions including the addition of \$280,000 in State Highway Operations and Protection Program (SHOPP) funds; and
- Updates the funding plan and back-up listing for the Local Highway Bridge Program to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$280,000 in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-28, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-29 is an amendment that revises eight projects with a net funding increase of approximately \$1.8 million. The revision was referred by the Programming and Allocations Committee on January 8, 2020, and approved by the MTC Commission on January 22, 2020. Caltrans approval was received on January 30, 2020, and final federal approval was received on February 26, 2020. Among other changes, this revision:

- Updates the funding plans of three existing Petaluma Transit projects and amends two new projects into the TIP to reflect the programming of Transit Capital Priorities funds;
- Amends one new exempt project into the TIP to reflect the programming of One Bay Area Grant 2 County Program funds; and
- Amends one previously-archived project back into the TIP to reprogram cost savings among sub-projects.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-30 is a pending administrative modification.

Revision 2019-31 is an amendment that revises three projects with a net funding increase of approximately \$6.5 million. The revision was referred by the Programming and Allocations Committee on February 12, 2020, and approved by the MTC Commission on February 26, 2020. Caltrans approval was received on March 18, 2020, and final federal approval was received on April 2, 2020. Among other changes, this revision:

- Amends SolTrans's Electric Bus Charging Infrastructure project into the TIP to reflect the award of \$1.8 million in FTA Bus and Bus Facilities Program funds;
- Updates the scope and funding of the City of Concord's Willow Pass Road Repaving and Safe Routes to Schools Improvements project; and
- Archives one completed project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-32 is a pending administrative modification.

Revision 2019-33 is an amendment that revises 12 projects with a net funding increase of approximately \$4.1 million. The revision was referred by the Programming and Allocations Committee on March 11, 2020, and approved by the MTC Commission on March 25, 2020. Caltrans approval was received on April 2, 2020, and final federal approval is expected in mid-May 2020. Among other changes, this revision:

- Updates the descriptions of two projects to reflect that a 3,200 foot extension of a south-bound High Occupancy Vehicle (HOV) lane on I-280 will be implemented by Caltrans instead of the Santa Clara Valley Transportation Authority (VTA);
- Amends four new exempt projects and one new non-exempt project into the TIP to reflect the latest programming decisions in the One Bay Area Grant 2 (OBAG2) Program, MTC Regional Exchange Program, and Transit Capital Priorities (TCP) Program; and
- Archives three projects that have been completed.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-34 is a pending administrative modification.

Revision 2019-35 is an amendment that revises the I-680 Express Lane Gap Closure Project in Alameda County to maintain consistency with the Amended Plan Bay Area 2040, including a net increase in funding of approximately \$86 million. The revision was approved by the MTC Commission on May 27, 2020. Caltrans and final federal approval are expected shortly after. Changes made with this revision do not conflict with the financial constraint requirements. The revision of this project to the 2019 TIP requires a new Transportation-Air Quality Conformity Analysis on the Amended Plan Bay Area 2040 and the Amended 2019 TIP. In accordance with MTC's public participation plan, this amendment and conformity analysis were released for public review on March 26, 2020 and the public review period ended on April 24, 2020.

Revision 2019-36 is an amendment that revises 29 projects with a net funding increase of approximately \$350 million. The revision was approved by the MTC Commission on May 27, 2020. Caltrans approval is expected in late June 2020, and final federal approval is expected in mid-July 2020. Among other changes, this revision:

- Amends two new projects into the TIP and updates six other projects to reflect the recent adoption of the 2020 State Transportation Improvement Program (STIP) by the California Transportation Commission (CTC);
- Amends the Santa Clara Valley Transportation Authority's (VTA's) "Not on Transit" Program into the TIP to reflect the award of \$350,000 in Federal Transit Administration (FTA) Human Trafficking Awareness and Public Safety Initiative Grant funds. This program aims to train employees and raise passenger awareness to recognize and report human trafficking activities on transit;
- Updates the funding plans of six projects, amends one new project into the TIP and deletes an existing project to reflect changes in the Transit Capital Priorities (TCP) Program;
- Amends four other new exempt, individually-listed projects and one new grouped listing, totaling \$103 million, into the TIP; and
- Archives five projects as they have been completed or all federal funds for the project have been obligated.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0436 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 2/27/2020 **In control:** Programming and Allocations Committee

On agenda: 5/13/2020 **Final action:**

Title: MTC Resolution No. 4377, Revised. An amendment to the Regional State Transit Assistance (STA) Program to add \$75,000 for temporary transit support staff.

Sponsors:

Indexes:

Code sections:

Attachments: [6d 20-0436 PAC 2e Reso-4377 STA Program Amendment.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
MTC Resolution No. 4377, Revised. An amendment to the Regional State Transit Assistance (STA) Program to add \$75,000 for temporary transit support staff.

Presenter:
Cheryl Chi

Recommended Action:
Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 13, 2020

Agenda Item 2e - 20-0436

MTC Resolution No. 4377, Revised

Subject: An amendment to the Regional State Transit Assistance (STA) Program to add \$75,000 for temporary transit support staff.

Background: As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the allocation of STA funds. STA funds are derived from a sales tax on diesel and split evenly at the state level into a population-based account and a revenue-based account. MTC Resolution No. 4321 establishes the policy framework for the STA population-based funds (70% by County Block Grant formula, 30% to a Regional Program, and a small off the top set aside for a Transit Emergency Service Contingency Fund).

This item recommends directing \$75,000 from the Regional Program for temporary staff to help with the increased workload as a result of projects such as the Fare Integration Study and COVID-19 related transit planning efforts.

The addition of funding in the FY 2019-20 agency budget for temporary staffing to support transit projects was approved at the March Commission meeting. Staff will return in June to propose the program of projects for FY 2020-21, including continued funding for transit project support staff.

Issues: None

Recommendation: Staff requests the Commission approve MTC Resolution No. 4377, Revised

Attachments: MTC Resolution No. 4377, Revised



Therese W. McMillan

Date: June 26, 2019
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 03/25/20-C
05/27/20-C

ABSTRACT

Resolution No. 4377, Revised

This resolution establishes the FY 2019-20 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

Attachment A – FY 2019-20 STA Regional Coordination Program

Attachment B – Project Descriptions

This resolution was revised on March 25, 2020 to add funds for Clipper.

This resolution was revised on May 27, 2020 to add funds for temporary staffing support.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019, March 11, 2020 and May 13, 2020.

Date: June 26, 2019
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC

RE: FY 2019-20 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4377

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

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code § 99310 et seq., and

WHEREAS, Public Utilities Code § 99313 provides for the allocation by the Controller of State Transit Assistance (STA) funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California; and

WHEREAS, in accordance with Public Utilities Code § 99316(a) MTC has created the State Transit Assistance fund with Alameda County for deposit of STA funds received from the State Controller; and

WHEREAS, Public Utilities Code § 99313.6(d) provides that MTC is an eligible claimant for such population-based STA funds for projects to achieve regional transit coordination objectives; and

WHEREAS, MTC has adopted a Transit Coordination Implementation Plan pursuant to Government Code Section 66516.5 which identifies a number of projects to be implemented by MTC and the region's transit agencies to improve coordination of services; and

WHEREAS, the projects listed in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, are consistent with the STA Population-Based Consolidated policy established in MTC Resolution No. 4321; and

WHEREAS, MTC has provided information about the programming of STA funds for projects in FY 2019-20 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

WHEREAS, the implementation of the projects and purposes listed in Attachment B comply with the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the State EIR Guidelines (14 Cal. Code of Regs. § 15000 et seq.); and

WHEREAS, MTC has complied with the applicable rules and regulations for an allocation of STA funds under 21 Cal. Code of Regs. § 6730 et seq.; now, therefore, be it

RESOLVED, that STA funds are programmed by MTC in the amounts and for the purposes that are specified in Attachment A and described in Attachment B to this resolution, attached hereto and made a part of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on June 26, 2019.

Date: June 26, 2019
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 03/25/20-C
05/27/20-C

Attachment A
MTC Resolution No. 4377
Page 1 of 1

STA Regional Coordination Program Summary FY 2019-20

STA Regional Discretionary Funds ^(note 1)	\$ 44,905,126
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Project Name	Claimant	Amount
Clipper [®]	MTC	\$ 7,700,000
Clipper [®]	GGBHTD	\$ 10,000
Regional Transit Mapping and Wayfinding	MTC	\$ 350,000
Hub Signage	AC Transit	\$ 306,000
Hub Signage	MTC	\$ 20,000
511 Transit	MTC	\$ 350,000
Regional Paratransit Program	CCCTA	\$ 75,000
RTC Program	MTC	\$ 100,000
Means-based Fare Pilot Program	MTC	\$ 8,000,000
Transit Project Support	MTC	\$ 75,000
Transit Projects Contingency	MTC	\$ 200,000
	Total	\$ 17,186,000

Balance after Programming	\$ 27,719,126

Estimated Funds Remaining	\$ 27,719,126
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Notes:

1. This amount is from the FY2020-21 Fund Estimate, MTC Resolution No. 4402, and is comprised of the estimated carryover at the end of FY2018-19 of \$24,638,138 and new revenue of \$20,266,988 for FY2019-20.

Date: June 26, 2019
W.I.: 1221, 1224, 1229, 2655
2700
Referred by: PAC
Revised: 03/25/20-C
05/27/20-C

Attachment B
MTC Resolution No. 4377
Page 1 of 3

STA Regional Coordination Program Description FY 2019-20

STA Regional Coordination Program funds have historically supported MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. The proposed FY 2019-20 STA Regional Coordination Program is approximately \$16.5 million and generally focuses on operating Clipper[®] with \$1.4 million programmed to implement other MTC regional transit projects such as 511 Transit, and Regional Wayfinding consistent with the Commission's Plan Bay Area and other regional planning documents. \$8 million will be held in reserve for the Means-based Transit Fare Pilot Project. More detail about the specific projects and the amount of STA funds programmed to each follows.

Clipper[®]

Programmed to MTC: \$7,700,000

Programmed to GGBHTD: \$ 10,000

Clipper[®] allows transit riders to pay transit fares with a reloadable Clipper[®] smart card. Clipper[®] may be used on most transit systems in the San Francisco Bay Area. MTC's Clipper[®] responsibilities include oversight of a contract with Cubic Transportation Systems, Inc. to design, build, operate and maintain the Clipper[®] system and a number of other contracts related to the implementation and operation of the Clipper[®] system. In FY 2019-20, \$7.7 million of STA will support the \$36.5 million total operating costs. GGBHTD is programmed \$10,000 for assisting in the administration of Federal Transit Administration funds. Any unspent STA funds will be returned to the STA Program to reallocate in future years.

Regional Transit Mapping

Programmed to MTC: \$350,000

As approved at the January 2019 Commission meeting, staff is developing regional mapping and wayfinding prototypes at various scales (regional to local) as well as a digital proof-of-concept which could eventually lead to implementation of regional standardization of information and wayfinding to transit riders and the public. Next spring, staff expects to better understand the costs and propose options for implementation. These funds will be available for potential future phases of work along with past programming of \$540,000 in STA funds in FY 2017-18 and FY 2018-19 that was not needed due to other funds being available. Should these funds not be needed, they will return to the regional program.

Hub Signage

Programmed to AC Transit: \$306,000

Programmed to MTC: \$ 20,000

MTC is committed to maintaining the information in transit information displays (TIDs) at 24 regional transit hubs. MTC has an agreement with AC Transit for them to maintain these displays on behalf of the region. The agreement with AC Transit was recently renewed and it documents the scope of work in exchange for the direct allocation of STA funds. The agreement extends through FY 2021-22 and identifies the anticipated amounts of STA funds that will be made available to AC Transit, subject to Commission programming and allocation actions.

MTC will use STA funds for ongoing operations, maintenance of other hub signage, and transit connectivity projects.

511 Transit

Programmed to MTC: \$350,000

STA funds will be used to supplement federal STP and CMAQ funds for the 511 Transit program. 511 Transit collects, maintains, updates, and distributes region-wide transit service information for the benefit of the traveling public and MTC's transit partners.

Regional Paratransit Program

Programmed to CCCTA: \$75,000

STA funds will support the 'lead agency' for the Regional Paratransit Program. This approach is consistent with the goals of the Transit Coordination and Implementation Plan, which endorses the concept of reimbursement for services provided by a lead agency - currently CCCTA, on behalf of other operators. CCCTA will coordinate paratransit operational activities such as:

- Oversight of the Paratransit Eligibility Program and Regional Eligibility Database, and delivery of the Paratransit Technical Assistance Program through a consultant; and
- Liaison between the Paratransit Technical Coordination Council (PTCC) and MTC, including reporting on the status of activities.

The lead agency will provide progress reports summarizing work performed.

Regional Transit Connections (RTC) Program

Programmed to MTC: \$100,000

The RTC program issues Clipper cards to disabled persons in order to provide discounted transit fares. AC Transit currently administers the program on behalf of the transit operators, but the operators have expressed a desire to have MTC take a greater role in the program's administration. Staff will explore the level of effort needed to provide upgrades and modernization to certain aspects of the RTC Program including upgrading the database and developing an online application portal. An appropriate cost-sharing framework will also be considered. Around \$20,000 will be used to help support immediate changes to the RTC Program.

Regional Means-based Fare Discount Pilot Program

Programmed to MTC: \$8,000,000

In accordance with MTC Resolution 4321, Revised, approximately \$8 million per year may be used for the administrative costs as well as to help offset transit fare revenue loss of the Means-based Fare Program. These funds will be transferred to a separate account and held in reserve to be used toward future costs of the program.

Transit Project Support

Programmed to MTC: \$75,000

MTC staff are experiencing an increased workload as a result of projects such as the Fare Integration Study and COVID-19 related transit planning efforts. Temporary staff will assist with the increased workload and ensure on-going programs are also staffed.

Transit Project Contingency

Programmed to MTC: \$200,000

These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional operations projects such as Clipper®, 511 Transit, Regional Transit Mapping, and mobility management. These funds would also allow MTC to respond to unexpected regional or sub-regional transit planning needs or requests as they arise. Unspent contingency funds will be returned to the STA Program.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0569 **Version:** 1 **Name:**

Type: Resolution **Status:** Consent

File created: 3/24/2020 **In control:** Programming and Allocations Committee

On agenda: 5/13/2020 **Final action:**

Title: MTC Resolution No. 4381, Revised. An allocation of \$4.1 million in State Transit Assistance funds to AC Transit in FY2019-20 to support transit operations.

Sponsors:

Indexes:

Code sections:

Attachments: [6e 20-0569 PAC 2f Reso-4381 ACTransit Allocation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4381, Revised. An allocation of \$4.1 million in State Transit Assistance funds to AC Transit in FY2019-20 to support transit operations.

Presenter:

Cheryl Chi

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee****May 13, 2020****Agenda Item 2f - 20-0569****MTC Resolution No. 4381, Revised**

- Subject:** Allocation of \$4.1 million in State Transit Assistance (STA) funds to AC Transit in FY 2019-20 to support transit operations
- Background:** As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the allocation of STA funds. STA funds are derived from a sales tax on diesel. In January 2020, the FY 2019-20 Fund Estimate was revised to update estimated STA revenue. Based on this update, AC Transit's estimated revenue increased roughly \$4.1 million. They are requesting full allocation of the estimated funds to support their transit operations.
- Issues:** Although actual reductions are unknown at this time, staff expects that STA revenue for FY 2019-20 will be less than originally anticipated due to lower diesel fuel consumption following statewide shelter in place orders. MTC policy is to allow agencies to claim the full amount estimated in the Fund Estimate. A rescission to this allocation and many other STA allocations made during this fiscal year are likely to be necessary. All transit operators have been advised to expect lower than previously projected revenue in the current and next fiscal year. In accordance with statutory requirements, allocations in excess of funds available must be reduced to match available funding. All FY 2019-20 STA operating allocations will be adjusted to reflect actual revenue receipts, if necessary, once the final payment is received from the State, which is anticipated to occur in August 2020.
- Recommendation:** Refer MTC Resolution No. 4381, Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 4381, Revised
- Attachment A, List of Allocations



Therese W. McMillan

Date: June 26, 2019
W.I.: 1514
Referred by: PAC
Revised: 07/24/19-C 09/25/19-C
11/20/19-C 12/18/19-C
01/22/20-C 01/22/20-DA
03/25/20-C 04/22/20-DA
05/27/20-C

ABSTRACT

Resolution No. 4381, Revised

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2019-20.

This resolution allocates funds to County Connection (CCCTA), MTC, and Santa Clara Valley Transportation Authority (VTA).

On July 24, 2019, Attachment A was revised to allocate funds to AC Transit, Eastern Contra County Transit District (ECCTA, aka Tri Delta Transit), Livermore Amador Valley Transit Authority (LAVTA), San Francisco Municipal Transportation Agency (SFMTA), Sonoma County Transit, and WestCAT (WCCTA).

On September 25, 2019, Attachment A was revised to allocate funds to Golden Gate Bridge, Highway, and Transportation District (Golden Gate), Napa Valley Transportation Authority (NVTA), Solano County Transit (SolTrans), and Solano Transportation Authority.

On November 20, 2019, Attachment A was revised to allocate funds to AC Transit, Golden Gate, LAVTA, Marin Transit, Santa Rosa, and Sonoma County, and Tri Delta Transit. Funds are being rescinded from County Connection and VTA.

On December 18, 2019, Attachment A was revised to allocate funds to SamTrans.

On January 22, 2020, Attachment A was revised to allocate funds to the Bay Area Rapid Transit District (BART) and rescind funds from VTA. The resolution was further revised by Delegated Authority on January 22, 2020 to rescind Revenue-based funds from SamTrans and SFMTA due to a reduction of estimated funds.

On March 25, 2020, Attachment A was revised to allocate funds to MTC.

On April 22, 2020, Attachment A was revised to rescind funds from Solano Transportation Authority and Soltrans.

ABSTRACT

MTC Resolution No. 4381, Revised

Page 2

On May 27, 2020, Attachment A was revised to allocate funds to AC Transit.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2019, July 10, 2019, September 4, 2019, November 13, 2019, December 11, 2019, January 8, 2020, March 11, 2020, and May 13, 2020.

Date: June 26, 2019
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2019-20 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4381

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account (“PTA”) to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6, MTC has created a State Transit Assistance (“STA”) fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 99313.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2019-20 STA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2019-20 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6754, MTC Resolution Nos. 4321 and 4355, and Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

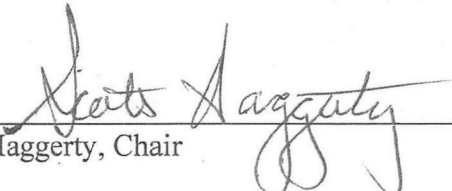
RESOLVED, that MTC approves the allocation of fiscal year 2019-20 STA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution;

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan; and, be it further

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 26, 2019.

Date: June 26, 2019
 Referred by: PAC
 Revised: 07/24/19-C 09/25/19-C
 11/20/19-C 12/18/19-C
 01/22/20-C 01/22/20-DA
 03/25/20-C 04/22/20-DA
 05/27/20-C

Attachment A
 MTC Resolution No. 4381
 Page 1 of 2

**ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
 DURING FISCAL YEAR 2019-20**

All STA allocations are subject to continued compliance with MTC Resolution 3866, Revised,
 the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
5820 - 6730A Operating Costs - Population-based Small Operator/Northern Counties					
Soltrans	Transit Operations	1,057,109	16	09/25/19	Solano County
Soltrans	Transit Operations	(498,977)	16	04/22/20	Solano County
	Subtotal	558,132			
5820 - 6730A Operations - Population-based Lifeline					
AC Transit	Cycle 5: Preserve service in CoC	1,109,174	05	07/24/19	Alameda County
	Subtotal	1,109,174			
5820 - 6730A Operating Costs - Revenue-based					
VTA	Transit Operations	32,900,898	01	06/26/19	VTA
AC Transit	Transit Operations	20,253,875	06	07/24/19	AC Transit
WCCTA	Transit Operations	2,601,185	07	07/24/19	BART
SFMTA	Transit Operations	64,970,651	08	07/24/19	SFMTA
ECCTA	Transit Operations	2,802,042	09	07/24/19	BART
GGBHTD	Transit Operations	8,291,789	17	09/25/19	GGBHTD
SamTrans	Transit Operations	9,149,033	23	12/18/19	SamTrans
SamTrans	Transit Operations	5,327,497	24	12/18/19	Caltrain
BART	Transit Operations	33,543,538	25	01/22/20	BART
VTA	Transit Operations	(9,666,856)	01	01/22/20	VTA
SFMTA	Transit Operations	(1,343,127)	08	01/22/20-DA	SFMTA
SamTrans	Transit Operations	(667,724)	24	01/22/20-DA	Caltrain
AC Transit	Transit Operations	4,095,985	06	05/27/20	AC Transit
	Subtotal	172,258,786			
5820 - 6730A Operating Costs - Population-based MTC Regional Coordination					
MTC	Clipper Operations	7,100,000	02	06/26/19	MTC
MTC	Clipper Operations	600,000	02	03/25/20	MTC
MTC	Means-based Fare Pilot	1,500,000	29	03/25/20	Means-based
	Subtotal	9,200,000			

5820 - 6730A Operating Costs - County Block Grant

CCCTA	Transit Operations	5,513,876	03	06/26/19	Contra Costa County
AC Transit	Transit Operations	5,331,184	10	07/24/19	Alameda County
AC Transit	Transit Operations	1,517,019	11	07/24/19	Contra Costa County
LAVTA	Transit Operations	1,834,900	12	07/24/19	Alameda County
Sonoma County	Transit Operations	2,133,337	13	07/24/19	Sonoma County
ECCTA	Transit Operations	3,167,597	14	07/24/19	Contra Costa County
SFMTA	Transit Operations	1,603,814	15	07/24/19	San Francisco County
NVTA	Transit Operations	1,928,357	18	09/25/19	Napa County
CCCTA	Transit Operations	(533,329)	03	11/20/19	Contra Costa County
AC Transit	Transit Operations	13,209	10	11/20/19	Alameda County
AC Transit	Transit Operations	3,387	11	11/20/19	Contra Costa County
LAVTA	Transit Operations	4,391	12	11/20/19	Alameda County
Sonoma County	Transit Operations	387,964	13	11/20/19	Sonoma County
ECCTA	Transit Operations	7,071	14	11/20/19	Contra Costa County
Marin Transit	Transit Operations	1,045,059	20	11/20/19	Marin County
GGBHTD	Transit Operations	1,559,474	21	11/20/19	Marin County
Santa Rosa	Transit Operations	2,102,652	22	11/20/19	Sonoma County
BART	Elevator Attendant Program	1,300,000	27	01/22/20	San Francisco County
Subtotal		28,919,962			

5822 - 6731C Paratransit - Operating - County Block Grant

VTa	Transit Operations	7,414,416	04	06/26/19	Santa Clara County
VTa	Transit Operations	(600,000)	04	11/20/19	Santa Clara County
SamTrans	Transit Operations	1,407,983	28	12/18/19	San Mateo County
Subtotal		6,814,416			

5828 - 6731B Planning and Admin - Population-based Small Operator/Northern Counties

Solano TA	Planning and Admin	1,461,293	19	09/25/19	Solano County
Solano TA	Planning and Admin	(920,406)	19	04/22/20	Solano County
Subtotal		540,887			

5821 - 6730B Capital Costs - Revenue-based

SamTrans	Transit Capital	4,477,945	26	12/18/19	Caltrain
Subtotal		4,477,945			

TOTAL 223,879,302



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	20-0693	Version:	1	Name:	
Type:	Resolution	Status:		Consent	
File created:	4/20/2020	In control:		Programming and Allocations Committee	
On agenda:	5/13/2020	Final action:			
Title:	MTC Resolution No. 4403, Revised. Revision of MTC's 2021 Regional Active Transportation Program (ATP) Guidelines: Application Deadline & Program Schedule.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	6f 20-0693 PAC 2g Reso-4403 ATP Consolidated.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4403, Revised. Revision of MTC's 2021 Regional Active Transportation Program (ATP) Guidelines: Application Deadline & Program Schedule.

Presenter:

Karl Anderson

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 2g - 20-0693

Resolution No. 4403, Revised

Subject: Revision of MTC's 2021 Regional Active Transportation Program (ATP) Guidelines: Application Deadline & Program Schedule

Background: The State established the Active Transportation Program (ATP) in September 2013. Forty percent of the ATP funding is distributed to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization ("Regional ATP").

MTC is responsible for developing the guidelines for the Regional ATP, and for recommending proposed projects to the California Transportation Commission (CTC) for adoption. In February, MTC adopted Resolution No. 4403, establishing MTC's policies, procedures, and project selection criteria for the Cycle 5 Regional ATP. Roughly \$37 million in new funding is available for MTC to program as part of the regional ATP over four years, FY 2021-22 through FY 2024-25.

MTC Guidelines – Proposed Schedule Changes

MTC's Regional ATP Guidelines are based on the CTC's Statewide ATP Guidelines. In response to Executive Order N-33-20, the COVID-19 State of Emergency, the CTC delayed the ATP Cycle 5 statewide component application due date and subsequent programming milestones at its special meeting on April 29. The CTC approved an approximate three-month delay to all phases of the 2021 ATP, including application deadline, evaluation, staff recommendation posting, and program adoption.

MTC staff recommends revising MTC's 2021 Regional ATP Guidelines to align the regional component schedule with the Statewide program. The additional time should ease various hardships agencies are facing during the State of Emergency, and allow agencies to complete their applications.

The revised schedule for the Cycle 5 ATP is listed below, with original dates in ~~strikeout~~ and new dates in **bold**:

Milestone	Statewide ATP	MTC Regional ATP
Quick-Build Pilot Program Due Date	June 15, 2020 July 15, 2020	N/A
Application Due Date (All others)	June 15, 2020 September 15, 2020	June 15, 2020 September 15, 2020
Quick-Build Pilot Recommendations	November 16, 2020 September 15, 2020	N/A
Staff Recommendations	November 16, 2020 February 15, 2021	January 6, 2021 March 31, 2021
MTC Adoption	N/A	January 27, 2021 April 28, 2021
CTC Approval	December 2, 2020 March 15, 2021	March 15, 2021 June 2021

Schedule

Staff will notify potential applicants of the revised application deadline and the CTC of MTC's revised Regional ATP Guidelines. After applications are received on September 15, 2020, staff will complete the evaluation process and will recommend programming of projects from the Regional ATP in April 2021, via an amendment to MTC Resolution No. 4403, Revised.

Issues: None.

Recommendation: 1) Refer MTC Resolution No. 4403, Revised to the Commission for approval; and 2) direct staff to notify the California Transportation Commission of MTC's revised Regional ATP Guidelines.

Attachments: MTC Resolution No. 4403, Revised – Attachment A



Therese W. McMillan

Date: February 26, 2020
W.I.: 1515
Referred by: PAC
Revised: 05/27/20-C

ABSTRACT

Resolution No. 4403, Revised

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 5 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria

Attachment B – 2021 Regional ATP Program of Projects

This resolution was revised by Commission action on May 27, 2020, to update Attachment A with the revised application deadline and programming milestones in response to Executive Order N-33-20, the COVID-19 State of Emergency.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 12, 2020 and May 13, 2020.

Date: February 26, 2020
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP) Cycle 5 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4403

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

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

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

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/Regional Transportation Planning Agency (RTPA) of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

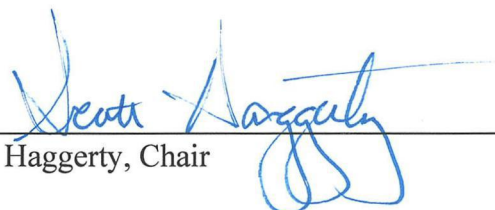
RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on February 26, 2020.

Date: February 26, 2020
W.I.: 1515
Referred by: PAC
Revised: 05/27/20-C

Attachment A
Resolution No. 4403
Page 1 of 14

2021 Regional Active Transportation Program (ATP)

Cycle 5

Guidelines

**February 26, 2020
Revised: May 27, 2020**

**MTC Resolution No. 4403
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://mtc.ca.gov/our-work/fund-invest>**

Date: February 26, 2020
W.I.: 1515
Referred by: PAC
Revised: 05/27/20-C

Attachment A
Resolution No. 4403
Page 2 of 14

**2021 Regional Active Transportation Program (ATP) Cycle 5
Guidelines
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2021 Regional Active Transportation Program Cycle 5 Guidelines

Background

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate several other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into a single program.

State and federal law segregate ATP funds into three main components, distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the “Regional Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the Cycle 5 ATP and approved them on March 25, 2020. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided CTC approves the regional guidelines.

This document serves as MTC’s Cycle 5 Regional ATP Guidelines that substantially follow those of the CTC, but include some differences based on the region’s existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on February 26, 2020 and approved by the CTC on March 25, 2020.

Development Principles

The following principles will frame the development of MTC’s Regional ATP.

- MTC will work with CTC staff, Caltrans, Bay Area County Transportation Agencies (CTAs), transit operators, regional Active Transportation Working Group, and interested stakeholders to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy.
- MTC will exceed the State’s 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CTAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain within the ATP program rather than redirected to the State Highway Account, and specifically that savings

and balances in the 40% Large MPO programs remain within the regional programs, consistent with federal guidance on the Transportation Alternative Program (TAP).

- MTC will not penalize project applicants for previous project delivery issues outside of the sponsor's control.

CTC Guidelines

The CTC adopted the Statewide ATP Guidelines on March 25, 2020, and are available at <https://catc.ca.gov/programs/active-transportation-program>. The approved CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

ATP Development Schedule

The development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance, which is subject to change.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 5 of ATP funding (FY 2021-22 through FY 2024-25), consistent with the ATP Fund Estimate approved by the CTC on March 25, 2020. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

Public Involvement Process

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

ATP Projects in the Transportation Improvement Program (TIP)

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP before seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by June 1, 2021, to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed before the expenditure of eligible costs or advertisement of contract award.

Deviations from Statewide Policies

Below are MTC-region specific policies as they apply to the Regional Active Transportation Program. These policies differ from CTC's Guidelines.

1. Application Process and Additional Regional Screening/Evaluation Criteria

MTC elects to hold a separate call for projects for the Regional Active Transportation Program and has additional evaluation and screening criteria. Further information on these changes, as well as instructions for the application process, are detailed later in this guidance.

Project sponsors may apply for either the State ATP program or Regional ATP program, or to both. Sponsors applying to the State ATP program, the Regional ATP program, or both the state and regional programs must submit a copy of their state application to MTC. To be considered for the regional program, including consideration if unsuccessful in the statewide program, applicants must meet all regional requirements and submit a regional application by the application deadline.

2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities

Definition

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as "Communities of Concern". MTC updated the Communities of Concern (COCs) definition in January 2016 as a part of the *Plan Bay Area 2040* Equity Framework. To meet the State's 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC's COC definition.

MTC's Communities of Concern are defined as those census tracts that have a concentration of both minority and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	25%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Families	14%	20%
8. Severely Rent-Burdened Households	11%	15%

Based on this definition, 22% of the region's population is located in Communities of Concern. MTC's Communities of Concern definition of Disadvantaged Communities meets the State's legislative intent and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Communities of Concern definition and methodology are included in the *Plan Bay Area 2040* Equity Analysis Report, available online at <https://www.planbayarea.org/2040-plan/plan-details/equity-analysis>. Information regarding the 2016 update is available online at <https://mtc.legistar.com/View.ashx?M=F&ID=4216456&GUID=42E0CBF3-9490-4A6D-A6A6-B04003451057>. The last link also includes a static map of the COC locations. An interactive online map is available at <https://arcg.is/1aeHq>.

Community-Based Transportation Plans (CBTPs)

The Community-Based Transportation Planning Program is a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, CTAs, and MTC. Each plan includes locally identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CTAs, and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding, and implementation discussions.

Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan

Vision Zero is a traffic safety policy that takes an ethical approach toward achieving safety for all road users, setting the goal of zero traffic fatalities or severe injuries. Vision Zero policies maintain that traffic deaths and severe injuries are preventable and focus attention on the shortcomings of the transportation system itself, including the built environment, policies, and technologies that influence behavior. Vision Zero sets the highest level of responsibility on the system designers – transportation planners and engineers, policymakers, police, etc. Each Vision Zero policy contains five core resolutions:

- Traffic deaths and severe injuries are acknowledged to be preventable.
- Human life and health are prioritized within all aspects of transportation systems.
- Acknowledgment that human error is inevitable and transportation systems should be forgiving.
- Safety work should focus on systems-level changes above influencing individual behavior.
- Speed is recognized and prioritized as the fundamental factor in crash severity.

Alternatively, jurisdictions may adopt policies or a plan addressing bicycle and pedestrian safety, in the spirit of Vision Zero.

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. Twenty percent of the statewide scoring value will be awarded for projects within a jurisdiction (city or county) with a Vision Zero or Bike and Pedestrian Safety Policy or Plan, and the remaining twenty percent to projects identified in an approved Community-Based Transportation Plan (CBTP) or similar. The applicant will provide proof of Vision Zero safety policy or plan adopted by resolution and CBTP consistency in the supplemental regional application.

3. Match Requirement

The CTC Guidelines do not require a match for Statewide ATP project nominations. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a local match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting Disadvantaged Communities, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local Assistance.

4. Large Funding Requests

MTC intends to fund a variety of projects across the region. If an ATP application request is larger than \$10 million, the applicant must provide evidence that the project can be scaled or segmented and can deliver commensurate benefits. A smaller segment of the project may be selected for funding if there is not enough funding available for the full request. The applicant will provide an explanation of scalability in the supplemental regional application. MTC will not consider an application requesting more than \$10 million scalability explanation.

5. Contingency Project List

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 5 Regional ATP. This list will ensure that MTC will fully program all regional ATP funds and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

Application Process

Project Application

Upon CTC's concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for

each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. The PPR must be submitted electronically in Microsoft Excel format for upload into the regional and statewide databases. All application materials, in the form of 3 hard copies and 1 electronic copy must be received by MTC or postmarked no later than September 15, 2020, to be considered.

Additional Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the ATP must meet the following screening criteria.

- A. Prohibition of Multiple Phases in the Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for the design and right of way phases, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.
- B. Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier shall receive priority for funding over other projects. As specified in MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), sponsors must receive the CTC allocation and receive the federal authorization to proceed (E-76 / federal obligation) for federally funded projects by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.
- C. One Bay Area Grant (OBAG) 2 Requirements.**
 - a. Consistency with OBAG 2 Housing Element Requirement. Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for 2014-2022 RHNA by May 31, 2015. Jurisdictions that have failed to meet this deadline must have their housing elements certified by HCD by June 30, 2016, to be eligible to receive ATP funding. Furthermore, under state statute, jurisdictions are required to submit Housing Element Annual Reports by April 1 every year. All cities and counties receiving ATP funding must comply with this requirement during the entire ATP funding period or risk deprogramming of ATP funding.
 - b. Consistency with OBAG 2 Complete Streets Policy. Complete Streets are an essential part of promoting active transportation. To that end, project sponsors must supply documentation that the jurisdiction(s) in which the project is located meets the OBAG Complete Streets Policy by September 15, 2020. The policy may be met by the jurisdiction, either having updated the General Plan after January 1, 2010, to be consistent with the Complete Streets Act of 2008 or adopting a complete streets policy

resolution incorporating MTC's complete streets requirements. For further information regarding MTC's OBAG Complete Streets Policy, refer to the OBAG 2 website at <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>. A sample complete streets policy resolution is available at http://mtc.ca.gov/sites/default/files/OBAG_2_Reso_Guidance_Final.pdf

D. Transit Agency Coordination. Applicants must demonstrate coordination with affected transit agencies in the supplemental regional application. Evidence of coordination should be in the form of a support letter or other discussion showing coordination with affected transit operators. Projects that do not impact transit operations should indicate "no impact." Otherwise, an application may be disqualified based on a lack of coordination with affected transit operators.

Additional Project Evaluation Criteria

MTC will use the CTC project evaluation criteria as outlined in the CTC Guidelines, with additional points and criteria for the Regional Active Transportation Program. The additional criteria and point values are:

- **Consistency with Regional Priorities and Planning Efforts. (0 to 7 points)**
Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area 2040*. MTC staff will award points for the degree of the proposed project's consistency with regional priorities, such as:
 - Consistency with *Plan Bay Area 2040*'s Healthy and Safe Community goals & Transportation Demand Management strategies.
 - Consistency with MTC's Spare the Air Youth & Safe Routes to School Program, making it safer and easier for students and teachers to walk or bike to school.
 - Bay Trail build-out
 - Regional Bike Network build-out
 - Gap closures in the Regional Bike Network
 - Multi-jurisdictional projects
 - Applications only requesting construction phase funds
 - Demonstration of meeting regional project delivery requirements
 - Prior ATP cycle programming
- **Completion of Approved Environmental Document. (0 or 3 points)**
While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects which are environmentally cleared in order to promote certainty in project delivery and project scope. Applicants that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:
 - Photocopy of the approved environmental document cover and executive summary;
 - Link to the approved environmental document available online;

- Full soft copy of the environmental document provided on the electronic copy of the application;
- Documentation from Caltrans regarding environmental approval; and/or
- Other Council/Board action, such as resolutions and/or Planning Department approval of the environmental document.

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA and NEPA requirements to receive ATP funding.

- **Countywide Plans/Goals Consistency Determination. (0 or -2 point)**
Following the application due date, MTC will share the received applications with the CTAs. The CTAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CTAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than February 1, 2021. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.
- **Deliverability Determination. (0 or -5 points)**
MTC staff will review each application's project delivery schedule for the ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the four programming years of Cycle 5 (FY 2021-22 through FY 2024-25) shall receive a 5 point penalty. Projects that are deemed able to allocate within the four programming years of Cycle 5 will be held harmless.

Additional Regional Policies

Title VI Compliance

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by April 1, 2021. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

MTC Resolution No. 3765 Compliance – Complete Streets Checklist

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>.

Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the Regional Bicycle Network and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state, and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at:

<http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC) 2021 Regional Active Transportation Program (rATP) Cycle 5 Appendix A-1: ATP Development Schedule (Subject to Change) May 13, 2020	
January 2020	CTC released draft ATP Guidelines
January 2020	Draft Regional ATP Guidelines presented to Working Groups
February 12, 2020	MTC Programming and Allocations Committee (PAC) review and recommendation of final Regional ATP Guidelines
February 26, 2020	MTC Commission adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
March 25, 2020	CTC adoption of State ATP Guidelines CTC adoption of MTC's Regional ATP Guidelines
March 26, 2020	CTC released ATP Call for Projects for Statewide Competitive Program MTC released ATP Call for Projects for Regional Program
June 15, 2020 July 15, 2020	State Quick-build Pilot Program Applications Due to CTC (Statewide Program)
June 15, 2020 September 15, 2020	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
September 15, 2020	CTC releases staff recommendation for ATP Statewide Quick-build Pilot Program
December 2, 2020	ATP Statewide Quick-build Pilot Program Adoption: CTC scheduled to adopt the statewide quick-build pilot program
October 31, 2020 February 15, 2021	CTC releases staff recommendation for ATP Statewide Competitive Program
December 2, 2020 March, 2021	ATP Statewide Program Adoption: CTC scheduled to adopt the statewide program and transmit unsuccessful projects to the Regions for consideration
December 16, 2020 March 31, 2021	MTC releases staff recommendation for ATP Regional Program
January 2021 April 2021	Working Group discussions of staff recommendations
January 13, 2021 April 13, 2021	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
January 27, 2021 April 28, 2021	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
April 1, 2021 June 1, 2021	TIP Amendment Deadline: Successful ATP project sponsors to submit 2021 TIP Amendment, including Resolution of Local Support
March 15, 2021 June 2021	CTC Approval of ATP Regional Program
January 31, 2022	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2021-22
January 31, 2023	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2022-23
January 31, 2024	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2023-24
January 31, 2025	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2024-25

Shaded Area – Actions by State, CTC or Caltrans

Metropolitan Transportation Commission (MTC) 2021 Regional Active Transportation Program (ATP) Cycle 5

Based on CTC ATP Fund Estimate adopted on 3/25/2020

Appendix A-2: MTC ATP Regional Share Targets

Cycle 5 Program - FY 2021-22 through FY 2024-25

ATP Regional Share

All numbers in thousands

Fund Source	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Total
Federal STBG (TAP)			\$5,484	\$5,484	\$10,969
Federal Other			\$1,907	\$1,907	\$3,815
State	\$8,045	\$8,045			\$16,090
SB1			\$3,066	\$3,066	\$6,132
Total ATP Regional Share	\$8,045	\$8,045	\$10,458	\$10,458	\$37,005

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	Total
25% - Benefiting Disadvantaged Communities	\$2,011	\$2,011	\$2,614	\$2,614	\$9,251
75% - Anywhere in the Region	\$6,034	\$6,034	\$7,843	\$7,843	\$27,754
Total ATP Regional Share	\$8,045	\$8,045	\$10,458	\$10,458	\$37,005

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
2021 Regional Active Transportation Program (ATP) Cycle 5

Appendix A-3: Regional ATP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Active Transportation Program. The application consists of the following parts and are available on the Internet (as applicable) at: <http://mtc.ca.gov/atp>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board
 - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
 - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project
2. Project application forms
 - a. Statewide ATP Application Form, available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle5>
 - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/atp>, including back-up documentation, as applicable, such as:
 - i. Community of Concern benefit evidence
 - ii. Scalability plan for applications requesting more than \$10 million.
 - iii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
 - iv. OBAG 2 Complete Streets Policy and Housing Element compliance
 - v. Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan evidence
 - vi. Community-Based Transportation Plan evidence
 - vii. Transit Agency Coordination evidence
3. Project Programming Request (PPR) form
 - a. Available at: <https://dot.ca.gov/programs/transportation-programming/office-of-capital-improvement-programming-ocip>
4. Complete Streets Checklist
 - a. Available at: <http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>
 - b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than June 1, 2021.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0533 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 3/6/2020 **In control:** Programming and Allocations Committee
On agenda: 5/13/2020 **Final action:**
Title: MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to Alameda County Transportation Commission (ACTC) for the 7th Street Grade Separation Project; and the I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening Project.

Sponsors:

Indexes:

Code sections:

Attachments: [6g 20-0533 PAC 2h Reso-4412 RM3 LONP ACTC.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4412, Revised. Regional Measure 3 (RM3) Letters of No Prejudice to Alameda County Transportation Commission (ACTC) for the 7th Street Grade Separation Project; and the I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening Project.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 2h – 20-0533

MTC Resolution No. 4412, Revised

Subject: Regional Measure 3 (RM3) Letters of No Prejudice to Alameda County Transportation Commission (ACTC) for the 7th Street Grade Separation Project; and I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening Project.

Background: **Regional Measure 3 Letters of No Prejudice (LONP)**
Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. The first dollar of the toll increase was implemented on January 1, 2019. RM3 is under litigation and collected RM3 revenue is being held in an escrow account. No allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3. In December 2019, MTC approved a Letter of No Prejudice (LONP) process as part of the overall RM3 Policies and Procedures to allow project sponsors to move projects forward with alternate funds, at-risk, while maintaining RM3 eligibility if and when RM3 funds are available.

Through MTC Resolution No. 4412, the Commission may approve specific RM3 LONPs, at the request of project sponsors, and following the RM3 Policies and Procedures. Details on each LONP request specifying the amount and scope for which RM3 eligibility will be preserved will be included in the attachments to the resolution.

7th Street Grade Separation (East) Project

The Alameda County Transportation Commission (ACTC) has submitted an RM3 LONP request for \$55 million for construction of the 7th Street Grade Separation (East) project, part of RM3 Project 3: Goods Movement and Mitigation Program. The project will realign and reconstruct the existing substandard railroad underpass between I-880 and Maritime Street. The project is being delivered by ACTC and will be maintained by Union Pacific Railroad, Port of Oakland, and City of Oakland once completed.

On March 26, 2020, the ACTC Commission committed \$80 million of the \$160 million RM3 Goods Movement and Mitigation Program for the GoPort Suite of Projects, which the 7th Street Grade Separation project is part. This action is consistent with MTC's March 25, 2020 action adopting the Goods Movement Programming Framework, including \$80 million committed to the GoPort Suite of Projects. The 7th Street Grade Separation (East) project has \$175 million in Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) funds. ACTC intends to request allocation of TCEP funds in June 2020. Construction is expected to begin in October 2020, and the project is expected to be complete and in operation by December 2023.

I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening

ACTC also submitted an RM3 LONP request for \$85 million for the construction of the I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening project, RM3 Project 30. The project will upgrade SR-84 in southern Alameda County from south of Ruby Hill Drive to I-680, construct operational improvements to the I-680/SR-84 Interchange, and extend the existing southbound express lane from SR-84 to north of Koopman Road. Construction is expected to begin in November 2020, and the project is expected to be complete and in operation by September 2023. ACTC will deliver the project and Caltrans will be the owner-operator of the completed facilities.


LONP Funding Source

The RM3 Policies and Procedures require that the project sponsor provides a non-RM3 source of funding to cover the portion that would be covered by RM3 funds, and that a plan be provided in case the RM3 funds never become available. In lieu of RM3 funds at this time, ACTC will use its local option sales tax funds (Measures B and BB) to construct the project. ACTC understands the risk that RM3 funds may never become available.

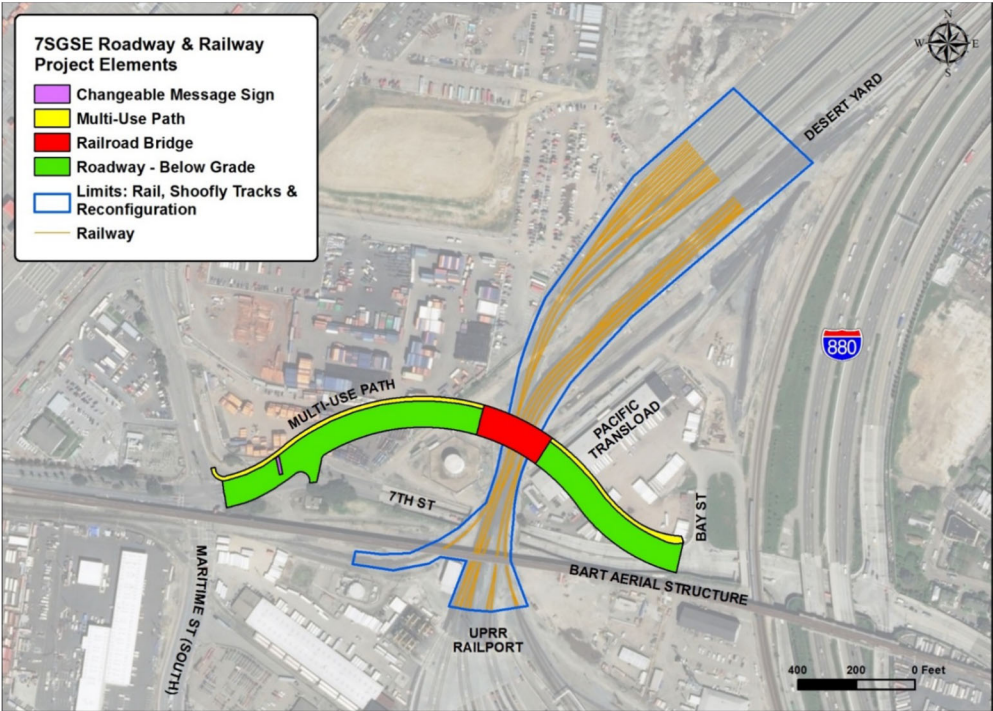
Staff has reviewed the Initial Project Reports and LONP requests and recommend issuing LONPs. Issuing LONPs will preserve the eligibility of activities related to construction of the 7th Street Grade Separation (East) and I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening projects occurring after the issuance of the LONP, for future RM3 allocation and reimbursement in the event that RM3 legislation is resolved favorably

An RM3 LONP does not represent a general funding commitment by MTC. In the event RM3 funds do not become available, there is no expectation that MTC or BATA will provide alternate funds.

- Issues:** If the RM3 litigation is not resolved favorably, funds may never become available to reimburse ACTC. ACTC has acknowledged this risk in its agency resolution and MOU.
- Recommendation:** Staff requests that the Commission approve MTC Resolution No. 4412, Revised.
- Attachments:** Attachment A: Project Area Maps
MTC Resolution No. 4412, Revised

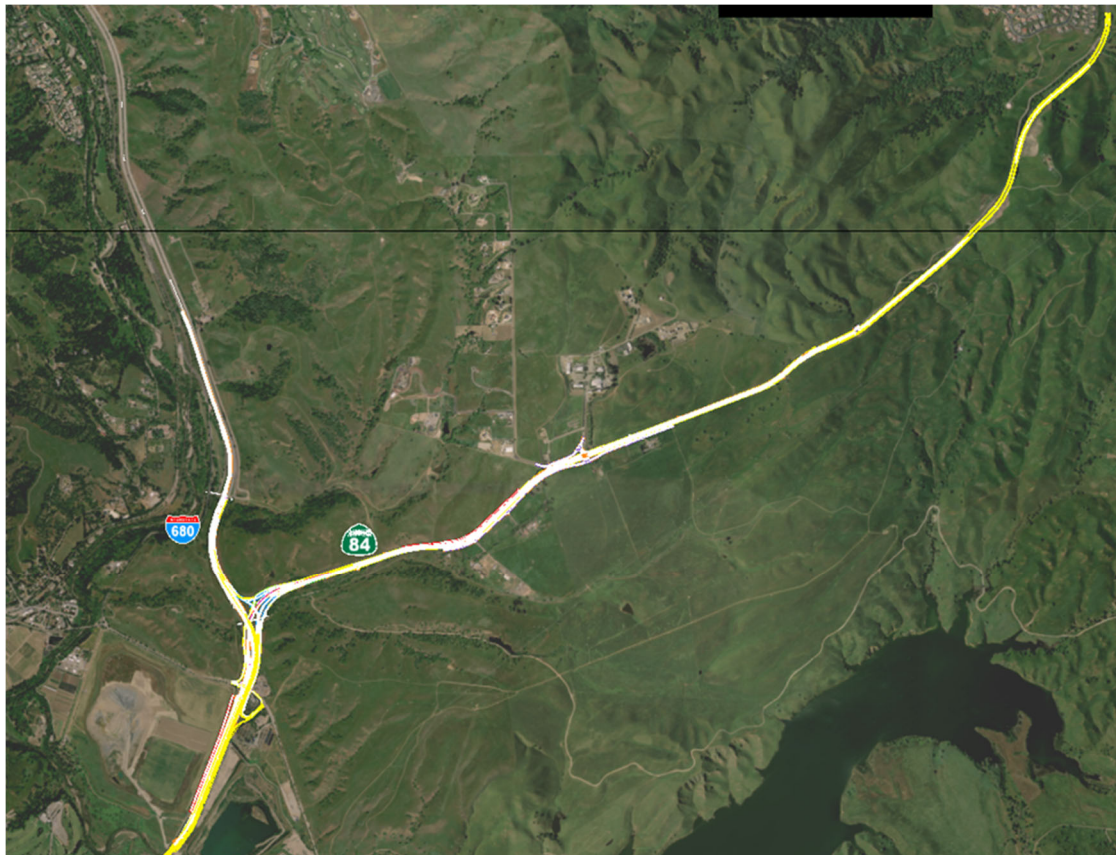
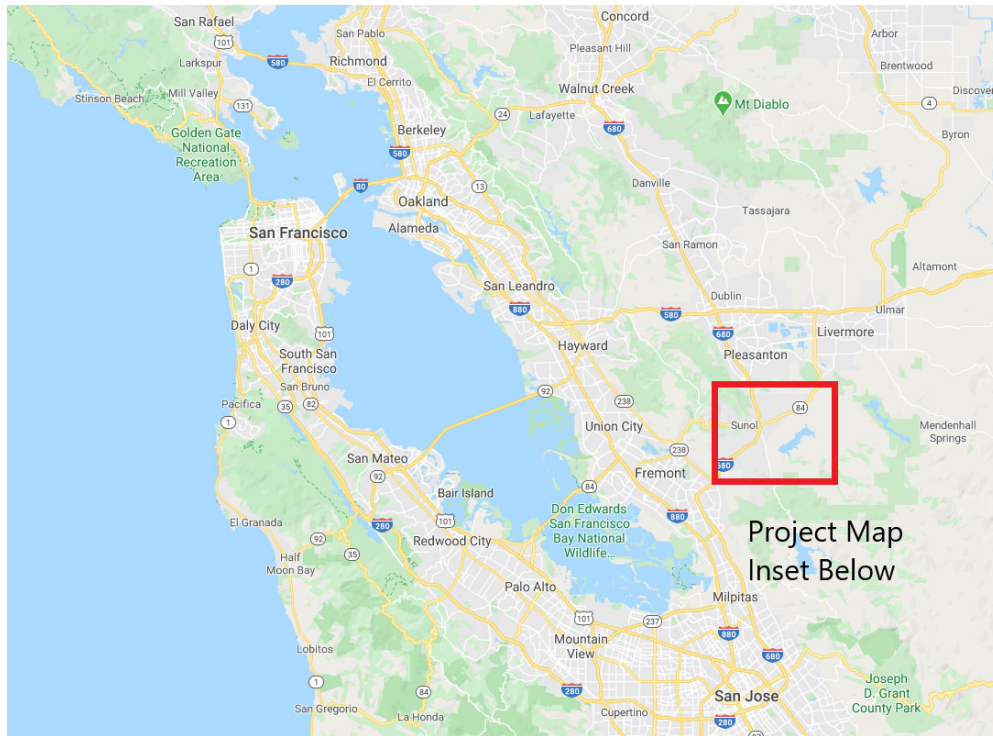

Therese W. McMillan

Attachment A-1
Project Area Map: 7th Street Grade Separation (East) Project



Attachment A-2

Project Area Map: I-680/SR-84 Interchange Reconstruction Project



Project limits highlighted in white and yellow

Date: March 25, 2020
Referred by: PAC
Revised: 05/27/20-C

ABSTRACT

MTC Resolution No. 4412, Revised

This resolution authorizes the Executive Director to issue Letters of No Prejudice for RM3 funds for eligible projects.

This resolution includes the following attachments:

Attachment A – Mission Bay Ferry Landing (WETA) LONP Summary

Attachment B – Goods Movement GoPort 7th Street Grade Separation (Alameda County Transportation Commission (ACTC)) LONP Summary

Attachment C – I-680/SR-84 Interchange Reconstruction and SR-84 Expressway Widening (ACTC) LONP Summary

This resolution was revised by Commission Action on May 27, 2020 to add Attachments B and C, LONP Summaries for two RM3 projects sponsored by the Alameda County Transportation Commission (ACTC).

Additional discussion of this allocation is contained in the Programming and Allocations Committee Summary sheets dated March 11, 2020 and May 13, 2020.

Date: March 25, 2020
W.I.: 1255
Referred by: PAC

Re: Authorization to Issue Letters of No Prejudice for Regional Measure 3 Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4412

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

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

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

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

WHEREAS, on December 19, 2018, the Authority adopted Resolution No. 128 adopting a toll schedule phasing in the toll increase approved pursuant to RM3, effective on January 1, 2019; and

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

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

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

WHEREAS, the RM3 Policies and Procedures established a process whereby eligible transportation project sponsors may request a Letter of No Prejudice (LONP) for Regional Measure 3 funding; and

WHEREAS, the Attachments to this resolution, attached hereto and incorporated herein as though set forth at length, list the scope, amount, and conditions for which project sponsors have requested an LONP, and the replacement funding source used in place of RM3 funds; and

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

RESOLVED, that MTC approves MTC staff's review of the LONP requests for the projects listed in the Attachments; and be it further

RESOLVED, that MTC authorizes the Executive Director to issue LONPs in accordance with the amount and activities as set forth in the Attachments; and, be it further

RESOLVED, that future allocation and reimbursement with RM3 funds will be conditioned upon successful outcome of RM3 litigation; and, be it further

RESOLVED, that future allocation and reimbursement with RM3 funds will be conditioned upon compliance with the provisions of the RM3 Policies and Procedures as set forth in length in MTC Resolution No. 4404; and be it further

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

RESOLVED, that project sponsors receiving an LONP are responsible for delivering the usable project segment or complete phase with alternate funds before RM3 funds are available, at risk to the project sponsor; and be it further

RESOLVED, that an RM3 LONP does not represent a general funding commitment by MTC; in the event that RM3 funds do not become available, there is no expectation that MTC or BATA will provide alternate funds; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California, on March 25, 2020.



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	3.1	
Project Title	Goods Movement & Mitigation; Subproject: 7th St. Grade Separation East	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Alameda County Transportation Commission (ACTC)		ACTC
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(3) Goods Movement and Mitigation. Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland. The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland. The project sponsor is the Metropolitan Transportation Commission and the Alameda County Transportation Commission.	\$160,000	
Sponsor Programming and LONP Request Action		
ACTC's Commission approved ACTC Resolution No. 20-005 on 3/26/2020, approving a \$55,000,000 RM3 LONP request. At the same meeting, ACTC also approved programming \$80,000,000 of the RM3 Goods Movement and Mitigation Program to the GoPort Suite of Projects (which includes the 7th Street Grade Separation project).		
Detailed Project Description		
The 7SGSE Project is one of the three projects included in the GoPort Program. This subproject proposes to realign and reconstruct the existing substandard railroad underpass between I-880 and Maritime Street, to increase clearance for trucks, meet other current geometric and seismic standards, and improve the shared pedestrian/bicycle pathway.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
CON	\$55,000	22-Apr-20
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to construction of the 7th Street Grade Separation project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	If ACTC is successful in securing other grant funding, such as federal INFRA funds, this LONP is subject to cancelation.	



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	3.1
Project Title	Goods Movement & Mitigation; Subproject: 7th St. Grade Separation East
RM3 Replacement Funding Source	Measure BB, ACTC's Local Option Sales Tax

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	ACTC Measure BB	Yes	\$ 5,400	Aug-01	Oct-18
	ENV Subtotal		\$ 5,400		
PSE	ACTC Measure BB	Yes	\$ 13,620	Oct-18	Mar-20
	SB1- Local Partnership Program	Yes	\$ 7,980		
	PSE Subtotal		\$ 21,600		
ROW	ACTC Measure BB		\$ 54,000	Oct-18	Mar-20
	ROW Subtotal		\$ 54,000		
CON	SB1- Trade Corridor Enhancement Program	Yes	\$ 175,000	Oct-20	Dec-23
	ACTC Measure BB	Yes	\$ 6,000		
	ACTC Measure BB (RM3 replacement)	Yes	\$ 55,000		
	CON Subtotal		\$ 236,000		
Capital Funding Total			\$ 317,000		



Regional Measure 3

Letter of No Prejudice Project Summary

Project Information

RM3 Project Number	30	
Project Title	Interstate 680/State Route 84 Interchange Reconstruction Project	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Alameda County Transportation Commission (ACTC)		ACTC, Caltrans
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
(30) Interstate 680/State Route 84 Interchange Reconstruction Project. Improve safety and regional and interregional connectivity by conforming State Route 84 to expressway standards between south of Ruby Hill Drive and the Interstate 680 interchange in southern Alameda County and implementing additional improvements to reduce weaving and merging conflicts and help address the additional traffic demand between Interstate 680 and State Route 84.		\$85,000
Sponsor Programming and LONP Request Action		
ACTC's Commission approved ACTC Resolution No. 20-006 on 3/26/2020, approving a \$85,000,000 RM3 LONP request.		
Detailed Project Description		
The Project proposes to upgrade SR-84 in southern Alameda County from south of Ruby Hill Drive to I-680, construct operational improvements to the SR-84/I-680 Interchange, and extend the existing southbound express lane from SR-84 to north of Koopman Road.		
LONP Phase	LONP Amount (in \$1,000s)	LONP Approval Date
CON	\$85,000	22-Apr-20
Scope - Activities eligible for future allocation and reimbursement if RM3 funds become available		
The LONP preserves future RM3 eligibility for costs related to construction of the I-680/SR-84 Interchange Reconstruction project incurred after the LONP approval date.		
Conditions - In addition to the successful outcome of RM3 litigation, eligibility for future allocation and reimbursement is conditioned upon the following:		
1	None	



Regional Measure 3

Letter of No Prejudice Project Summary

Project Funding Plan and Schedule

RM3 Project Number	30
Project Title	Interstate 680/State Route 84 Interchange Reconstruction Project
RM3 Replacement Funding Source	Measures B and BB, ACTC's Local Option Sales Taxes

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	ACTC Measure Funds	Yes	\$ 2,816	May-15	May-18
	Tri-Valley Transportation Development Fees	Yes	\$ 2,940		
	ENV Subtotal		\$ 5,756		
PSE	ACTC Measure Funds	Yes	\$ 8,400	Jun-18	Apr-20
	Tri-Valley Council Transportation Fees	Yes	\$ 8,850		
	PSE Subtotal		\$ 17,250		
ROW	ACTC Measure Funds	Yes	\$ 17,350	Jun-18	Apr-20
	Tri-Valley Council Transportation Fees	Yes	\$ 3,150		
	ROW Subtotal		\$ 20,500		
CON	ACTC Measure Funds	Yes	\$ 100,678	Nov-20	Sep-23
	State Transportation Improvement Program	Yes	\$ 11,114		
	SB1- Local Partnership Program	Yes	\$ 3,802		
	ACTC Measure Funds (RM3 replacement)	Yes	\$ 85,000		
	CON Subtotal		\$ 200,594		
Capital Funding Total			\$ 244,100		



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0605 **Version:** 1 **Name:**
Type: Resolution **Status:** Consent
File created: 4/1/2020 **In control:** Programming and Allocations Committee
On agenda: 5/13/2020 **Final action:**
Title: MTC Resolution No. 4414. Programming for FY2020-21 and an allocation of approximately \$282,000 in Five Percent Unrestricted State Fund Revenues and \$450,000 in Two Percent Bridge Toll Revenues for the San Francisco Bay Trail project.

Sponsors:

Indexes:

Code sections:

Attachments: [6h 20-0605 PAC 2i tmp-4414 SF Bay Trail Programming.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

MTC Resolution No. 4414. Programming for FY2020-21 and an allocation of approximately \$282,000 in Five Percent Unrestricted State Fund Revenues and \$450,000 in Two Percent Bridge Toll Revenues for the San Francisco Bay Trail project.

Presenter:

Christina Hohorst

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 13, 2020

Agenda Item 2i - 20-0605

MTC Resolution No. 4414

- Subject:** Programming for FY2020-21 and an allocation of approximately \$282,000 in Five Percent Unrestricted State Fund Revenues and \$450,000 in Two Percent Bridge Toll Revenues for the San Francisco Bay Trail project.
- Background:** The Two Percent Bridge Toll Revenues are derived from the transit element of Regional Measure 1 (RM1). The Five Percent Unrestricted State Fund Revenues are state funds derived from a cooperative agreement between the California Department of Transportation, Federal Highway Administration, and the Bay Area Toll Authority (BATA) following state action to “federalize” certain toll bridge projects under BATA’s jurisdiction. The state funds replace the Five Percent Bridge Toll Program funds originally generated from RM1 bridge toll revenues for ferry operations. Programming and allocation policies for both funding sources are outlined in MTC Resolution No. 4015.
- Five Percent Revenues in the amount of \$281,706 are proposed to continue to fund the San Francisco Bay Trail project in FY2020-21. Two Percent Revenues in the amount of \$450,000 are proposed to fund San Francisco Bay Trail program management and capital support. Five Percent Unrestricted State Fund Revenues are subject to approval at the California Transportation Commission.
- Consistent with the MTC Resolution 4015 framework that prioritizes ferry capital projects and the San Francisco Bay Trail for the Five Percent Unrestricted State Fund Revenues, staff will return to the Commission within the next few months with a request for allocation to the Water Emergency Transportation Authority.
- Issues:** None.
- Recommendation:** Refer MTC Resolution No. 4414 to the Commission for approval.
- Attachments:** MTC Resolution No. 4414



Therese W. McMillan

Date: May 27, 2020
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4414

This resolution approves the Five Percent Unrestricted State Fund Revenues and the Two Percent Bridge Toll Revenues program of projects and allocation of funds for FY2020-21. Attachment A to this resolution lists the projects to be funded.

Further discussion is contained in the MTC Programming and Allocations Summary sheet dated May 13, 2020.

Date: May 27, 2020
W.I.: 1514
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in the Fiscal Year 2020-21 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4414

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

WHEREAS, with the toll increase authorized by the Regional Measure 1, approved by the voters on November 8, 1988, 3% of the revenue from the toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Streets and Highways Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, Streets and Highways Code §§ 30913 and 30914 have been amended to require that an additional 2% of those toll revenues be allocated by MTC for the planning, construction, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015 which sets forth MTC's Bridge Toll Revenue Allocation Policy and established the Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues Programming and Allocation Policy; and

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2020-21; and

WHEREAS, those applications are for projects and purposes that are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State Environmental Impact Report Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY2020-21 to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations, on May 27, 2020.

ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND
TWO PERCENT BRIDGE TOLL REVENUES
FOR FISCAL YEAR 2020-21

Five Percent Unrestricted State Fund Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Project Operations ¹	281,706	01	5/27/2020
Total - Five Percent Unrestricted State Fund Revenues		\$281,706		

Two Percent Bridge Toll Revenues

Claimant	Project Title	Allocation Amount	Alloc. Code	Approval Date
MTC	Bay Trail Project Management and Capital Support	450,000	02	5/27/2020
Total - Two Percent Bridge Toll Revenues		\$450,000		
TOTAL		\$731,706		

¹ Amount reflects adjustment calculated every three years, beginning in FY2011-12, per Bridge Tolls Policy Resolution No. 4015; ABAG's next increase will occur in FY2023-24.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0711 **Version:** 1 **Name:**
Type: Contract **Status:** Commission Approval
File created: 4/27/2020 **In control:** Operations Committee
On agenda: 5/8/2020 **Final action:**
Title: San Francisco Peninsula Rail Program Memorandum of Understanding

A request for approval of a Memorandum of Understanding (MOU) with the Transbay Joint Powers Authority (TJPA), Peninsula Corridor Joint Powers Board (Caltrain), San Francisco County Transportation Authority (SFCTA), City/County of San Francisco, and the California High Speed Rail Authority to support the Transbay Joint Powers Authority in development of the Downtown Extension Rail Program.

Sponsors:

Indexes:

Code sections:

Attachments: [7a 20-0711 OPS 5b SFPeninsula Rail DTEExtension.pdf](#)

Date	Ver.	Action By	Action	Result
5/8/2020	1	Operations Committee		

Subject:

San Francisco Peninsula Rail Program Memorandum of Understanding

A request for approval of a Memorandum of Understanding (MOU) with the Transbay Joint Powers Authority (TJPA), Peninsula Corridor Joint Powers Board (Caltrain), San Francisco County Transportation Authority (SFCTA), City/County of San Francisco, and the California High Speed Rail Authority to support the Transbay Joint Powers Authority in development of the Downtown Extension Rail Program.

Presenter:

Lisa Klein

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Operations Committee****May 8, 2020****Agenda Item 5b****San Francisco Peninsula Rail Program Memorandum of Understanding**

Subject: A request for approval of a Memorandum of Understanding (MOU) with the Transbay Joint Powers Authority (TJPA), Peninsula Corridor Joint Powers Board (Caltrain), San Francisco County Transportation Authority (SFCTA), City/County of San Francisco, and the California High-Speed Rail Authority to support the Transbay Joint Powers Authority in development of the Downtown Extension Rail Program.

Background: The Downtown Rail Extension project will extend Caltrain commuter rail and future California High-Speed Rail service from the current Caltrain terminus at Fourth and King streets to the new Transbay Transit Center (see map in Attachment A). The project, which completed supplemental environmental review in mid-2019, is estimated to cost nearly \$4 billion and involves significant technical complexities including tunneling under San Francisco. Regional Measure 3 includes \$325 million for the Downtown Rail Extension project.

In October 2019, the San Francisco County Transportation Authority (SFCTA) released the Downtown Rail Extension Peer Review Panel's Final Report on Governance, Oversight, Management, and Project Delivery. MTC staff participated in the report through stakeholder workshops. The expert panel recommended project partners undertake a two-year work plan focusing on funding, project design and integration with existing and planned transit projects, and potential management and governance structures.

The Downtown Rail Extension project is one of several major rail infrastructure projects currently in development. MTC has a significant role to play in major projects to ensure regional coordination in both planning and funding, to ensure delivery of the region's long range transportation plan, and as a major funding partner since the projects often rely on Federal New Starts and bridge toll funds. Attachment B summarizes MTC's role in a number of major regional projects.

Historically, MTC has provided a degree of oversight for all phases of projects with Regional Measure funds. For more complex projects and those with significant risks, MTC has engaged technical consultants or supported peer reviews to address specific challenges as they arise. However, this involvement has often occurred after critical decisions have been made and when sponsors seek additional funds from MTC to address cost increases. At its January Workshop, MTC directed staff to explore ways to get more involved in the early stages of project delivery as a means to manage risk, control costs and ensure the most effective regional planning. This role is more akin to BATA's role in the Toll Bridge Seismic Retrofit Program where BATA staff and consultants served as part of an integrated project team, deeply involved in design, engineering decisions and risk management.

Over the past several months, MTC staff has been working with staff from SFCTA, Transbay Joint Powers Authority (TJPA), City and County of San Francisco, Caltrain, and the California High-Speed Rail Authority to develop a Memorandum of Understanding and draft work plan. MTC staff recommends the Commission authorize the Executive Director to enter into an MOU with the project partners to execute the two-year work plan with a focus on: (1) seamless integration with local transit and regional transit services, including a potential future Transbay rail crossing; (2) providing an equitable transit system that works for all residents of the Bay Area; and (3) anticipating and managing risk through design and delivery.

The draft MOU (Attachment C) establishes an integrated, multi-agency team composed of the partners. The team includes an executive steering committee to oversee the work plan, resolve conflicts, and make recommendations to the TJPA. As part of the integrated program management team, MTC would participate in the technical work, including defining a fundable and deliverable initial phase and associated funding plan, developing a project delivery strategy, and reviewing options for governance and oversight during construction. MTC staff would have a role producing work products and making key recommendations that protect the regional investment. Given the current, profound economic impacts of COVID-19, the effort focused on phasing and funding will be particularly important. In addition, MTC would be well-positioned to ensure coordination of the Downtown Rail Extension project with a future Transbay rail crossing. The MOU recognizes the importance of coordinating with BART and the Capital Corridor Joint Powers Authority, and the partners acknowledge potential for them to join the MOU in the future.

TJPA, SFCTA, Caltrain and the California High Speed Rail Authority approved the MOU in April, and the The City/County of San Francisco is expected to execute the agreement in May.

Issues:

The economic impact of COVID-19 appears likely to impact transportation revenue significantly. While restoring transit operations to stable levels is top priority, there is value in continuing to plan for a future transit system that is both connected and seamless, such as that afforded by the Downtown Rail Extension. The work plan under the MOU affords an opportunity for MTC to participate actively in a considering the new economic landscape.

In addition, COVID-19 economic impacts will likely affect MTC's level of engagement in this project and other similar projects, at least in the near term. Over the next two months, the partners will develop a work plan in detail and identify the staffing and funding for each agency's participation. While it remains important that MTC participate in the project leadership and work plan for reasons stated above, MTC anticipates initiating this work with current staff as opposed to hiring new, in-house expertise. Staff expects MTC's less intensive approach is reflective of the resources other partners can bring to the table and of a somewhat slower paced schedule in the near-term. MTC may wish to procure supplemental rail expertise to advise on specific technical matters. The same team of MTC staff and consultants could support similar work on other major regional rail projects if MTC elected to participate in those efforts in a similar manner. Such decisions would be subject to future review and approval by the Commission.

For all of the projects, staff proposes that MTC's efforts beyond typical Regional Measure oversight would appropriately be funded through project funds – in the case of the Downtown Rail Extension, San Francisco Proposition K and Regional Measure 3 funds (subject to resolution of litigation).

Recommendation: Refer the MOU with the Transbay Joint Powers Authority, Peninsula Corridor Joint Powers Board (Caltrain), San Francisco County Transportation Authority, City/County of San Francisco, and the California High Speed Rail Authority to support the Transbay Joint Powers Authority in development of the Downtown Extension Rail Program to the Commission for approval and authority for the Executive Director to negotiate and enter into the MOU in substantially the same form as Attachment C.

Attachments: Attachment A – San Francisco Downtown Extension Program Map
Attachment B – Large Projects with MTC/BATA Participation
Attachment C – San Francisco Peninsula Rail Program Memorandum of Understanding



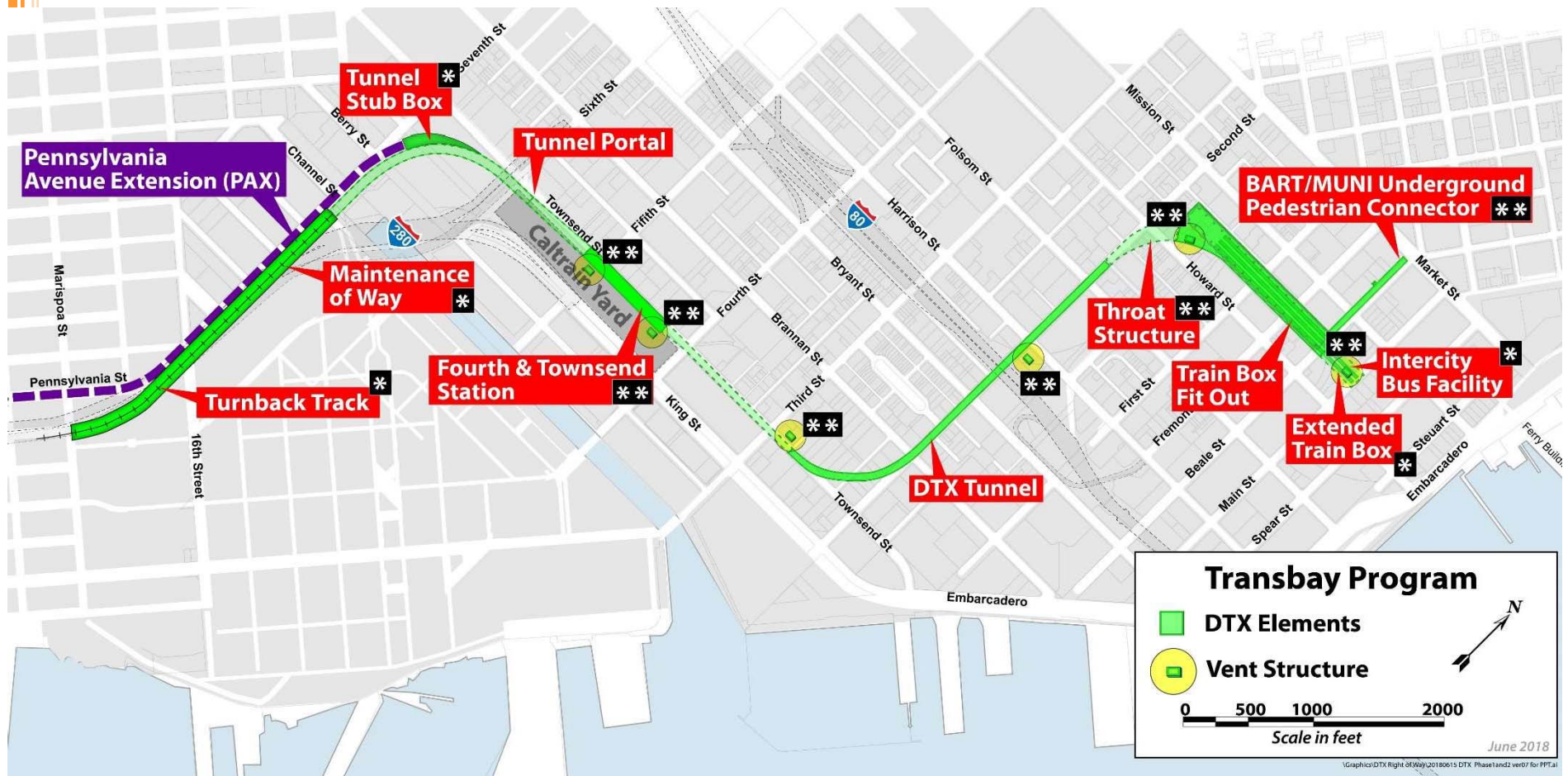
Therese W. McMillan

REQUEST FOR COMMISSION APPROVAL

Summary of Proposed Memorandum of Understanding

Work Item No.:	1251
Parties:	Transbay Joint Powers Authority, Peninsula Corridor Joint Powers Board (Caltrain), San Francisco County Transportation Authority, City/County of San Francisco, and the California High Speed Rail Authority
Work Project Title:	Development of the Downtown Extension Rail Program
Purpose of Project:	Support the Transbay Joint Powers Authority in development of the Downtown Extension Rail Program
Brief Scope of Work:	Participate in an integrated, multi-agency team that will undertake project development, including defining a fundable and deliverable initial phase and associated funding plan, developing a project delivery strategy, and reviewing options for governance and oversight during construction.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a memorandum of understanding with the Transbay Joint Powers Authority, Peninsula Corridor Joint Powers Board (Caltrain), San Francisco County Transportation Authority, City/County of San Francisco, and the California High Speed Rail Authority to support the Transbay Joint Powers Authority in development of the Downtown Extension Rail Program as described above and in the Operations Committee Summary Sheet dated May 8, 2020.
Commission :	<hr/> Scott Haggerty, Chair
Approved:	May 27, 2020

Phase 2 Scope



Element added (*) or modified (**) in the SEIS/EIR

Large Projects with MTC/BATA Participation in Governance, Risk Management and Delivery

Project	Cost	Current Phase	MTC Roles (in addition to Funding Partner)	Start of MTC's Involvement	Agreements
Regional Rail Projects					
Transbay Terminal Phase 1	\$2 B	Construction Complete	1. Independent cost review 2. Cost Review Committee 3. Peer review of fractured girder	1-2. Cost increase 3. Girder fracture	1. Cost Review conducted by MTC in coordination with TJPA 2. Transbay Project Cost Oversight Agreement 3. Cooperative Agreement
Caltrans Electrification	\$2 B	Under Construction	Change Management Committee	Cost increase	MOU, executed
Peninsula Corridor Rail Program – Downtown Extension	\$4 B	Design	Executive Steering Committee Regional rail planning and funding	Start of design	MOU (subject to MTC approval)
Valley Link	\$2–\$3 B	Environmental	Executive Steering Committee Project Policy Committee	Start of environmental	Funding Agreements (subject to MTC approval)
Diridon Station	TBD	Planning	Executive Committee Policy Director Committee Organizational Subcommittee	Initial studies	TBD
Transbay Rail Crossing	\$30 - \$50 B	Initial Studies	TBD	Initial studies	TBD
Roadway/Bridge Projects					
Toll Bridge Seismic Retrofit Program	\$7 B	Construction Complete	Toll Bridge Program Oversight Committee Project Management Team Risk Management Independent cost and technical reviews	Cost increase	Cooperative Agreement, executed MOU, executed
State Route 37	\$4 B	Environmental	Lead for initial studies Executive Steering Committee Hire project director Lead interim project	Initial studies	MOU, executed

San Francisco Peninsula Rail Program MOU

This San Francisco Peninsula Rail Program Memorandum of Understanding (MOU), effective _____, 2020 is between the Transbay Joint Powers Authority (TJPA); the Metropolitan Transportation Commission (MTC); the San Francisco County Transportation Authority (SFCTA); the Peninsula Corridor Joint Powers Board (Caltrain); the California High Speed Rail Authority (CHSRA); and the City and County of San Francisco (CCSF) (each a “Partner” and collectively the “Partners”).

1. Definitions:

DTX Rail Program: Activities directed toward the advancement of the environmentally cleared Downtown Rail Extension Project (DTX)

SF Peninsula Rail Program: A program of projects comprised of the DTX and Related Projects

Related Projects: Pennsylvania Avenue Extension (PAX), Railyards Development, and 22nd St Station Study

Regional and State Rail Efforts: Related regional and state rail efforts including the ongoing development of Caltrain and CHSRA programs, the State Rail Plan, New Transbay Rail Crossing, and others, including any future regional rail planning or funding programs

Ready-for-Procurement: All work in planning and engineering is advanced to a level consistent with the contract(s) delivery method(s), has completed all required planning and National Environmental Policy Act/California Environmental Quality Act, and applicable other permit/approval requirements, has secured necessary funding, has obtained or identified Right-of-Way and/or easements and permits, and is ready to proceed to bid.

2. Purpose:

The Partners recognize that the DTX is a critical rail link in the Bay Area, mega-region, and state transportation system and that it will be more efficiently and effectively developed through a multi-agency partnership among local, regional, and state stakeholder agencies with expertise in developing, funding, and implementing major infrastructure projects.

The Partners also recognize that – and nothing in this MOU is intended to imply otherwise – state law and the TJPA’s 2001 Joint Powers Agreement (as amended) currently provide that the TJPA has primary jurisdiction over and will implement all aspects of the DTX that will connect the new Salesforce Transit Center (STC) to the regional rail system.

This MOU describes a new organizational structure that will support the efforts of the TJPA in the development of the DTX to a Ready-for-Procurement status and would make direct recommendations to the TJPA Board based on a set of activities outlined below. These activities will be undertaken by an integrated multi-agency project team, comprised of senior staff of the signatory agencies to this agreement, as shown in Attachment 1, who will oversee the Work Program shown in Attachment 2.

3. Structure

The new organizational structure described by this MOU is summarized below and depicted in the Organization Charts in Attachment 3.

Executive Steering Committee (ESC):

By virtue of this MOU, an Executive Steering Committee (ESC) will be instituted to support the TJPA in project development efforts for the DTX as described in Attachment 2, and empowered to implement this MOU. The ESC is responsible for making recommendations to the TJPA Board regarding the scope of efforts under this MOU. The TJPA Board will maintain its ultimate authority over the DTX. Accordingly, it may accept or reject recommendations of the ESC, and it may act in the absence of a recommendation from the ESC.

The ESC will consist of the executives (or their designee) of the TJPA, MTC, SFCTA, Caltrain, CHSRA, and the CCSF (for CCSF the executive will be the Mayor or her designee). The initial and alternate members of the ESC are named on Attachment 1. Each Partner may change its appointment to the ESC by providing written notice to the ESC. The ESC will meet at least monthly, sufficiently in advance of the TJPA Board's regularly scheduled meetings that the ESC will have an opportunity to provide a progress update or to present items to the TJPA Board; a majority of authorized representatives shall constitute quorum. The ESC will elect a Chair and Vice-Chair as a first order of business. At the request of the TJPA Board Chair, the ESC Chair or Vice-Chair will report to the TJPA Board on a monthly basis on the status of the program. The ESC will be responsible for the DTX work program as summarized in Attachment 2, which specifies which elements of the DTX work program must be brought to the TJPA Board for information and/or approval. The ESC will also help resolve conflicting areas of work among the Partners. While the ESC will attempt to reach consensus, it will make recommendations to the TJPA Board by a majority vote of the representatives present. The ESC may also serve as a coordinating forum for the SF Peninsula Rail Program and other relevant regional or statewide rail system planning and development efforts.

Integrated Program Management Team (IPMT):

For the DTX Rail Program, the ESC will be supported by an IPMT consisting of representatives with relevant experience in large complex projects from each of the Partners, as designated by their corresponding executive. In addition, the IPMT may also be supplemented with relevant qualified personnel from within their own agencies or their supporting consultancy organizations.

Project Director (PD):

The PD should have proven leadership, organizational acumen and relevant experience in delivering all aspects of mega rail projects and tunneling. The ESC, or a sub-committee thereof, will recruit and recommend a short list of the PD candidates to the TJPA Board for final selection. The TJPA prefers that the PD be a TJPA employee or direct consultant. However, the TJPA may also consider PD candidates as a consultant seconded to the TJPA through one of the Partners; in such case, a separate agreement between the TJPA and the Partner would be required. The PD will lead the IPMT.

The PD will report to his/her hiring entity for purposes of administrative matters and report to the ESC for purposes of coordination of the IPMT. The PD will coordinate the IPMT in its development of recommendations to present to the TJPA Board as to the delivery of the Work Program (Attachment 2). The PD will be responsible for the day-to-day management of those portions of the DTX work program identified for TJPA to lead, reporting on those matters to the TJPA's Executive Director. The PD shall also be responsible for directing TJPA DTX staff and consultants as needed. To the extent another Partner is identified as assuming a lead role for portions of the DTX work program, that Partner will be responsible for day-to-day management of its tasks.

The PD will coordinate with other IPMT members leading other tasks, as well as with the SF Peninsula Rail program of projects. The PD may also coordinate with other relevant Regional and State Rail Projects as needed.

4. Scope/Responsibilities**SF Peninsula Rail Program Group of Projects:**

The DTX is part of a set of regional rail projects within San Francisco that will provide valuable connectivity for the Bay Area and mega-region rail network.¹ A subset of these, called "Related Projects" for the purpose of this MOU, is covered under a separately executed San Francisco 4th/King Railyard MOU (Railyards MOU)², which describes cooperative planning and project development activities for the Related Projects.

Whereas the DTX Rail Program will be managed as described in this MOU, the Related Projects are coordinated in accordance with the Railyards MOU and managed according to their own responsible agency's individual governance. For the Related Projects, the ESC will serve in an advisory and supporting role.

While the Partners recognize that coordinating activities can improve their planning and delivery in order to maximize public benefit for the region as a whole, the Partners confirm

¹ Additional regional rail system planning, and coordination is being undertaken for potential BART and standard gauge Transbay rail crossings with BART, Capitol Corridor, Caltrain and the California State Transportation Agency (CalSTA).

²San Francisco 4th/King Railyard MOU dated June 3, 2019 between Caltrain, Prologis, CCSF/SFCTA, and TJPA

that each project within the SF Peninsula Rail Program has independent utility from every other project.

Summary of Work Elements Under this MOU:

DTX Rail Program:

The following are the main activities that comprise the DTX work program.

DTX Project Development -- anticipated activities include, but are not limited to, developing a phasing strategy that addresses both Caltrain and CHSRA needs, conducting industry reviews, performing design of the phased project to a level that will allow for a reliable bottom-up cost estimate, updating the right-of-way plan, conducting robust risk assessment, implementation planning, and developing the project delivery strategy to advance the DTX to a Ready-for-Procurement status.

Coordination for Regional Planning and Funding— this effort will focus on articulating the regional context for the DTX and integrating the planning and funding of the DTX with broader regional, mega-regional, statewide plans, and funding programs. This includes helping to design and advance DTX funding strategies and analyzing implementation options in coordination with other regional and statewide entities and efforts.

A Summary Work Program is attached (Attachment 2) that includes detailed description of the roles and responsibilities for each participating agency. The Summary Work Program consists of the following main tasks, for which the ESC will develop recommendations to the TJPA Board for decision:

- Establish and Initiate New Management Structure
- Define a Fundable and Deliverable Initial Phase of the DTX Project
- Select the Project Delivery Strategy
- Undertake a Governance and Oversight Review
- Prepare for Procurement

Select work elements under the Railyards MOU:

Pennsylvania Avenue Extension (PAX)– Led by the SFCTA, this project will perform scoping and pre-environmental engineering to affect an underground rail grade separation at 16th Street and Mission Bay Drive by means of a tunnel following the general alignment of Pennsylvania Avenue, with a special focus on the interface with the DTX at 4th/Townsend rail station and the transition to the mainline at its southern end.

4th and King Railyard Studies – Led by Caltrain, in coordination with Prologis, Inc. (the property owner), this project will perform studies to determine Caltrain’s needs within San Francisco, develop railyard alternatives, determine storage, service,

station, and maintenance requirements, among others, in accordance with the agreement set forth in the Railyards MOU for the possible development of the railyard.

22nd Street Station Study – Led by SF Planning, in close coordination with Caltrain, this project will study the options for improving or relocating the current 22nd Street Station.

Railyard Site Land Use and Development Study – Led by Prologis, Inc., this work will examine the feasibility of various development options at the 4th and King railyards; options will consider DTX, PAX, and/or the undergrounding of some or all of the current railyard.

5. External Resources and Engagement:

The Partners will work together to identify the necessary resources to support their respective activities to carry out the DTX work program. Some agencies' budgets have identified sources, while others are to be confirmed. Within two months after signing the MOU, the Partners will develop a more detailed work plan, identify a budget for the total resource requirement (staffing and contractor) for each agency and in total, and confirm funding sources. Notwithstanding the above, this MOU commits the Partners to consider providing funding or resources, but does not commit any Partner to provide any resources other than those the agency already has funded and programmed to support DTX or to provide any funding.

These resources may include, among others, on-call consultants and legal counsel. Actual staffing and support from each agency will be based on their designated roles and responsibilities. This MOU commits the Partners to participation in the ESC/IMPT process but does not constitute a commitment of financial resources.

The Partners recognize that other state, regional and local government agencies, such as BART, Capitol Corridor, California State Transportation Agency, and Caltrans, have an interest in and/or expertise regarding the matters contemplated in the Summary Work Program. Accordingly, the Partners agree to work collaboratively to engage those agencies as appropriate during implementation of the Summary Work Program.

6. Work Plan:

A Summary Work Program, delineating the scope of efforts to be executed under this MOU, is attached (Attachment 2). Once the MOU is executed and the ESC and IPMT instituted, the first order of business will be the development of a comprehensive Work Plan, for presentation and approval by the TJPA Board, building upon the activities of the Summary Work Program. The Detailed Work Plan will detail all the necessary tasks, their relationships, schedule, and responsible Partner to take the project to start of construction. The Detailed Work Plan should be completed within 2 months.

As defined in the Summary Work Program, the ESC will work to develop an initial operating phase that provides the necessary capacity to operate a reliable blended system to the Salesforce Transit Center at the earliest practicable date and with consideration of reasonably available funding. Any proposed initial operating phase recommended by the ESC must have prior concurrence of Caltrain and CHSRA members of the ESC.

7. NEPA/CEQA:

Any recommendations regarding modifications to the DTX resulting from the work under the MOU is intended to be consistent with and not require any material modification of the existing DTX NEPA/CEQA documentation.

8. Funding:

The Partners recognize that Federal funding programs require demonstration of strong local financial capacity and commitment and intend to collaborate on strengthening project funding plans.

9. Principles for Collaboration:

- Follow the decision-making processes and communication models established by the ESC and IPMT
- Share information and resources to assist with the successful and timely completion of tasks and follow-on studies
- Respond and provide input within agreed-upon response times
- Design meetings as small working sessions and provide appropriate staff to focus on the outcomes required, in accordance with the roles and responsibilities established in the attached Summary Work Program
- Seek to make decisions by consensus when possible, by majority vote otherwise

10. Policy Recommendations:

Policy recommendations of the ESC to the TJPA Board for the DTX will require majority support of the ESC. Policy recommendations are expected to include, but are not limited to:

- Phasing Plan for the Initial Operating Segment
- Adoption of a new Funding Plan
- Project Delivery Plan, including ROW acquisition plan, project delivery method(s), contracting strategy
- Final institutional arrangement for project delivery through initial operating segment as proposed in the Summary Work Program
- Significant design decisions

11. No Adjudication of Rights:

The MOU does not adjudicate legal rights with respect to the development of the DTX or provide the Partners with any rights with respect to the revenues derived therefrom.

12. Other MOUs:

The Partners acknowledge that there are other agreements already entered into by the Partners or which may be entered in the future related to the SF Peninsula Rail Program, including but not limited to operating and maintenance agreements between the TJPA (or another entity designated to carry out the DTX) and Caltrain and the California High-Speed Rail Authority; MOU between the TJPA the Federal Railroad Administration related to the allocation of \$400 million for the construction of the train box at the STC; and the Railyards MOU. This MOU is separate from and does not modify or replace any other MOU or other agreement between the Partners regarding the DTX.

13. Term

13.1 The term of this MOU shall be 36 months or when the DTX reaches Ready-for-Procurement status, whichever is earlier.

13.2 The Partners may amend, conclude or extend this MOU by mutual agreement; such agreement shall be evidenced in writing. Notwithstanding the foregoing, the TJPA may terminate this MOU in its discretion by action of the TJPA Board; prior to any such proposed termination, the TJPA shall meet and confer with the other Partners in a good faith effort to resolve any concerns and avoid the need for termination. Any other Partner may withdraw from this MOU in its discretion, following a meet and confer with the other Partners in a good faith effort to resolve any concerns and avoid the need for withdrawal

14 General Conditions

14.1 Each Partner will conduct its activities under this MOU in accordance with applicable federal, state, and local laws, regulations, and standards.

14.2 Each Partner will ensure that personnel assigned by it to conduct activities under this MOU are appropriately qualified or licensed to the perform the tasks assigned to them.

14.3 Each Partner will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the activities under this MOU in confidence to the extent permitted by law. Where applicable, the provisions of California Government Code section 6254.5(e) shall protect the confidentiality of such documents in the event that said documents are shared between the Partners. The Partners will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the activities under this MOU without the written consent of the Partner authorized to release

them, unless required and authorized to do so by law. If a Partner receives a public records request pertaining to activities under this MOU, that Partner will notify the other Partners within five (5) working days of receipt and make the other Partners aware of any intent to disclose public documents. The Partners will consult with each other prior to the release of any public documents or statements related to the activities under this MOU. Nothing herein shall require any Partner to waive any attorney-client privileges or other protections it otherwise has a right to assert.

14.4 The Partners do not intend this MOU to create a third-Partner beneficiary or define duties, obligations, or rights in Partners not signatory to this MOU.

14.5 The Partners will not assign or attempt to assign their rights or obligations under this MOU to parties not signatory to this MOU without an amendment to this MOU.

14.6 The following documents are **Attachments** hereto:

Attachment 1: Initial members of the ESC

Attachment 2: Summary DTX Rail Program -- Work Program

Attachment 3: Organization Chart

IN WITNESS WHEREOF, the Partners have executed this MOU as of the date first written above.

Transbay Joint Powers Authority

Metropolitan Transportation Commission

By: _____
TJPA Board Chair

Address:

By: _____

Address:

San Francisco County Transportation
Authority

Peninsula Corridor Joint Powers Board

By: _____

Address:

By: _____

Address:

California High Speed Rail Authority

City and County of San Francisco

By: _____

By: _____

Address:

Address:

DTX MOU Attachment 1
Initial ESC and IPMT Membership

Executive Steering Committee	Member	Alternate
Caltrain	Jim Harnett	Michelle Bouchard
CCSF	Paul Supawanich	TBD
CHSRA	Boris Lipkin	Simon Whitehorn
MTC/BATA	Andrew Fremier	Lisa Klein
TJPA	Mark Zabaneh	Erin Roseman
SFCTA	Tilly Chang	Eric Cordoba
Integrated Program Management Team		
Caltrain	Sebastian Petty	Anthony Simmons
CCSF	Doug Johnson	Anna Harvey
CHSRA	Simon Whitehorn	Paul Hebditch
MTC/BATA	Stephen Wolf	Trish Stoops
TJPA	TBD	TBD
SFCTA	Eric Cordoba	Luis Zurinaga

Attachment 2: DTX Summary Work Program FINAL V7 3-31-20

	<p>Roles and Responsibilities</p> <p>Lead: Agency responsible for executing the task</p> <p>Co-Lead: Agencies jointly responsible for executing the task</p> <p>Concur: Agency that must sign off on deliverables</p> <p>Contribute: Agency that will provide input and assistance to Lead</p> <p>Consulted: Agency that must be informed and consulted by Lead</p>								
Task No	Task	Sub-task Description	Caltrain	CCSF	CHSRA	MTC/BATA	SFCTA	TJPA	To TJPA Board For
A.	Establish and Initiate New Management Structure								
1	Establish Executive Steering Committee (ESC) and Integrated Project Management Team (IPMT), identify resources and develop a staffing plan.	(a)Develop MOU (b)Develop Summary Work Program (c) Define roles and responsibilities (d) Determine staffing levels for IPMT from participating agencies	Concur	Concur	Concur	Concur	Lead	Concur	Reporting
2	ESC and IPMT Program Management	(a) Execute and implement transition to the new structure and agreements (b) Ongoing oversight and management of the program (c) Manage key initiatives to address issues (d) Coordinate with other regional and state projects (e.g. BART/Capitol Corridor on the development of the New Transbay Rail Crossing and State Rail Plan)	Contribute	Contribute	Contribute	Contribute	Contribute	Contribute	Reporting
3	Recruit Program Director		Contribute	Contribute	Contribute	Contribute	Contribute	Lead	Approval
4	Coordinate with Project Initiation phase of the Pennsylvania Avenue Extension (PAX)	(a) Interface with PAX pre-environmental engineering and funding permitting, environmental studies.	Contribute	Contribute	Contribute	Contribute	Lead	Contribute	Reporting
5	Coordinate with other SF Peninsula Rail Program components	(a) Coordinate with Railyards Development planning (per Railyards MOU) and 22nd Street Station study led by SF Planning (b) Coordinate with BART/CCJPA on potential through running of conventional rail services	Contribute	Lead	Contribute	Contribute	Contribute	Contribute	Reporting
6	Develop a comprehensive Work Plan, building upon the activities of this Summary Work Program. The Detailed Work Plan will describe all the necessary tasks, their relationships, schedule, and responsible party to take the project to start of construction. (target completion: within 2 months)	(a) Identify all tasks, including programmatic documentation (PMP and associated management plans and criteria), a project phasing study and business case analysis; branding, planning and funding plans; outreach and stakeholder engagement; qualitative and quantitative risk analyses, constructability review and industry review;	Concur	Concur	Concur	Concur	Concur	Lead	Approval

Attachment 2: DTX Summary Work Program FINAL V7 3-31-20

		project delivery plan; and other tasks necessary to bring the DTX Rail Program to bid, and assign responsibilities (b) Determine staffing levels, budgets and funding for delivering the tasks (c) Develop a Master Schedule							
Task No	Task	Sub-task Description	Caltrain	CCSF	CHSRA	MTC/BATA	SFCTA	TJPA	To TJPA Board For
7	Develop a re-branding strategy to reposition the DTX Rail Program	Develop a plan for re-branding of the Program with updated graphics and messaging based on economic benefits for the region, state, and nation	Contribute	Contribute	Contribute	Contribute	Concur	Lead	Approval
8	Perform public outreach by engaging external stakeholders, advocacy groups, and the public at large, and perform public outreach	(a) Develop external outreach plan (b) Conduct public outreach (c) Conduct advocacy group outreach (d) Maintain clear records of stakeholder engagement (e) Coordinate with adjacent developments, related and interconnected plans and projects by other agencies, such as Transbay rail planning, and stakeholder business plans	Contribute	Contribute	Contribute	Contribute	Contribute	Lead	Reporting
B.	Define a Fundable and Deliverable Initial Phase of the DTX Project								
9	Develop operational plans for near-term and long-term rail operations at the STC	(a) Develop a consolidated set of service assumptions (b) Develop operational objectives, timetables, track usage, and platform distribution. (c) Perform all necessary modeling, including perturbation analysis, to assure reliable, smooth operations at the STC and the Peninsula	Co-Lead	Contribute	Co-Lead	Contribute	Contribute	Contribute	Reporting
10	Conduct planning for DTX	(a) Identify the full extent of the Salesforce Transit Center users, currently planned and future, direct and indirect, and existing relevant plans and studies (b) perform ridership forecasts, and coordinate with Caltrain and CHSR based on their current/updated Business Plans; transit users; and, New Transbay Crossing based on 2018 State Rail Plan, regional rail plan, and current BART/CCJPA planning study	Concur	Contribute	Concur	Concur	Lead	Concur	Reporting

Attachment 2: DTX Summary Work Program FINAL V7 3-31-20

Task No	Task	Sub-task Description	Caltrain	CCSF	CHSRA	MTC/BATA	SFCTA	TJPA	To TJPA Board For
11	Perform technical studies and design to re-define and deliver a DTX initial operating phase as soon as possible	(a) Engineering studies to achieve project re-definition and initial operating phase (b) Utilizing input from the operational plans developed under task 9, perform demand vs capacity scenario analysis over time and side-by-side comparison of options in terms of benefits (economic, riders, housing, etc.), costs, schedules, operations, etc. (c) Perform design of the phased project to a level that will allow for the reliability of the tasks below (d) Develop detailed cost estimates, schedules, and extensive risk register and analysis based on structured workshops, including risk management program and independent reviews (e) Develop plans for utility relocations and ROW acquisition requirements, including risk management and insurance plans, early works packages, and third-party agreements as needed (f) Resolve critical operational issues for all users of the initial operating phase, conduct operational analysis, and coordinate operators' plans and requirements	Concur	Contribute	Concur	Contribute	Concur	Lead	Approval
12	Prepare a preferred Phasing Plan conforming with technical studies and policy direction on realistic amounts/timing of funding and stakeholder delivery date expectations -with an explicit goal to deliver rail service to the STC as soon as possible	(a) Utilizing input from tasks 9, 10, 11 and 13, prepare Rail Program phasing options in response to rail service scenarios, funding sources and availability, and stakeholder requirements (b) Develop detailed risk management and assurance plans including ownership, staffing, independent strategic advisor / independent engineer, and management processes (c) Develop Business Case for the phased project (d) Revisit Detailed Work Plan to assure compatibility with preferred phasing plan	Concur	Concur	Concur	Concur	Concur	Lead	Approval
13	Develop and confirm Funding Plan strategy for the DTX Rail Program based on achievable funding assumptions and securing adequate capital funding and O&M revenues enough for the initial phase	(a) Develop funding plan for construction and operations, inter-agency responsibilities, securing commitments, schedule of availability, and tasks to enter FTA funding process (b) Conduct assessment of high/ low confidence sources of funding with focus on funding initial operating phase and funding strategy of subsequent phases (c) Develop new/innovative funding and financing sources including joint development (e.g., Railyards) enabled by project re-definition strategy (d) Develop funding plan strategy for operations phase, including funding agreements and commitments to support initial operating phase operating costs	Contribute	Contribute	Contribute	Concur	Lead	Concur	Approval

Attachment 2: DTX Summary Work Program FINAL V7 3-31-20

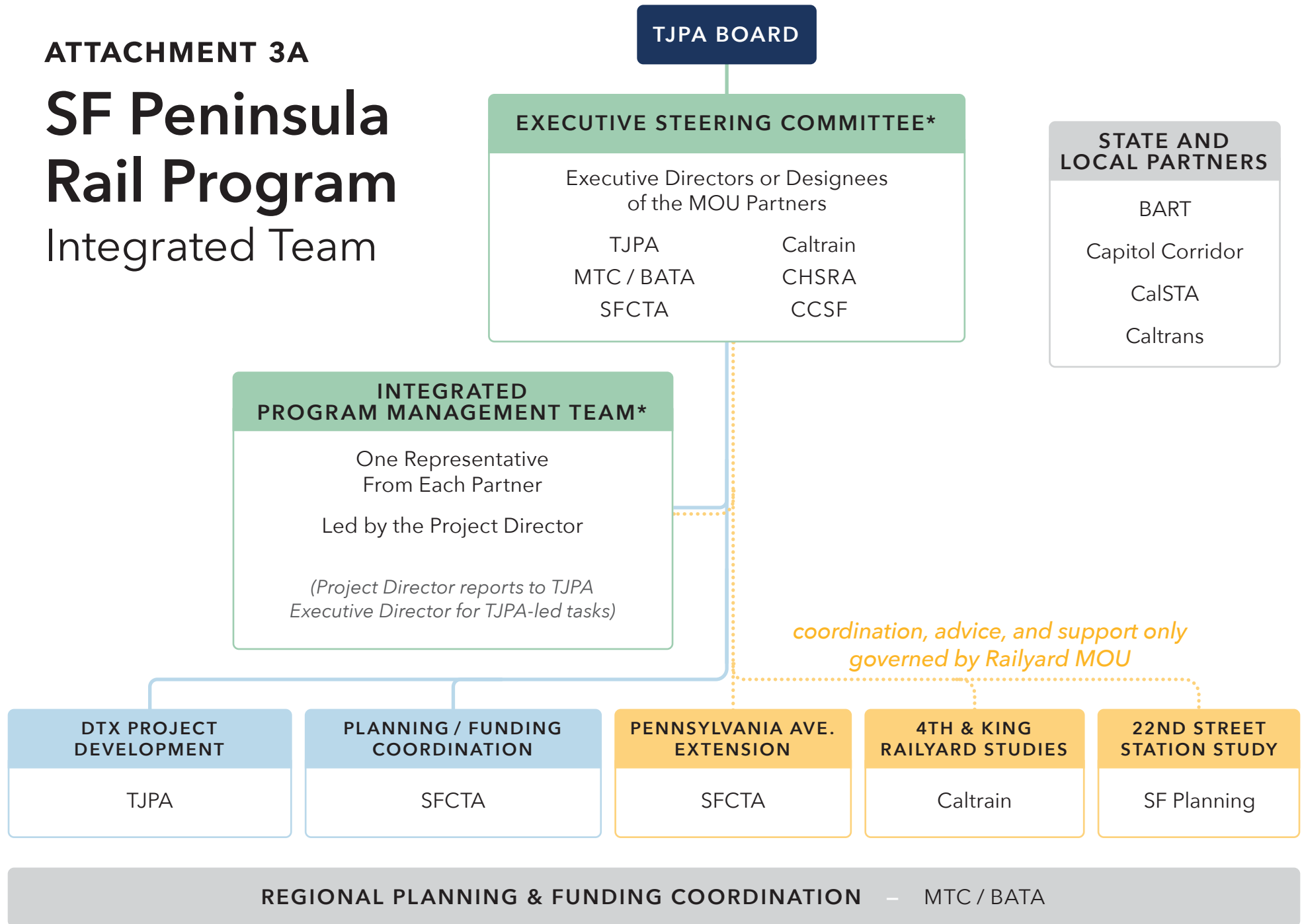
Task No	Task	Sub-task Description	Caltrain	CCSF	CHSRA	MTC/BATA	SFCTA	TJPA	To TJPA Board For
14	Prepare the project to enter the federal New Starts Program	(a)Develop all the documentation required by the FTA to enter the New Starts Program (b) Engage with the FTA to develop a road map to the Full Funding Grant Agreement	Concur	Concur	Concur	Concur	Concur	Lead	Report on progress and approval of final documents
C.	Select the Project Delivery Strategy								
15	Conduct industry outreach to validate construction methodology and contracting strategy	Conduct market sounding through engagement with the infrastructure industry and update the qualitative delivery options analysis previously completed.	Contribute	Contribute	Contribute	Contribute	Contribute	Lead	Report
16	Develop a project delivery and contracting strategy	(a) Analyze project delivery options analysis based on a business case and risk-adjusted financial analysis, including input from the market sounding (b) Analyze legal framework and issues for delivery options, procurement, and development of contracts (c) Develop a strategic implementation roadmap including a procurement and contracting plan, risk management plan, and organizational requirements (d) Conduct workshops to allocate risk based on risk analysis performed under tasks above, and develop analysis and plans for insurance (e) Scope pre-procurement engineering and early works contracts tailored to the delivery options	Contribute	Contribute	Contribute	Concur	Co-Lead	Co-Lead	Approval
17	Develop an O&M plan with roles and responsibilities	(a) Prepare a 20-year financial plan for Operations and Maintenance (b) Review and identify the ownership and governance of project elements for construction, operations, and maintenance (c) Develop and execute agreements for Operations and Maintenance	Concur	Consulted	Concur	Concur	Concur	Lead	Approval
D.	Undertake a Governance and Oversight Review and Transition								
18	Explore the best institutional arrangement and governance for the delivery of the DTX Rail Program thru construction and make recommendations to TJPA Board	(a) Detailed study to identify the governance structure to enable stakeholder alignment, effective mega-project delivery, oversight, independent strategic advice, and assurance (b)Stress-test options to maximize opportunities for Federal, State, and Regional funding as a Project of Regional and National Significance. Recommend governance/project delivery structure for delivery (c) Develop management structure, briefs with roles and responsibilities, staffing qualifications, reporting and communication protocols, contracting, and staffing plan (d) Conduct assessment with strategic, economic, commercial, financial, management cases and consider	Contribute	Contribute	Contribute	Co-Lead	Co-Lead	Concur	Approval

Attachment 2: DTX Summary Work Program FINAL V7 3-31-20

		responsibilities for O&M of new trackage and the rail portion of STC (e) Develop outcome-based performance and sourcing management system, regime of Key Performance Indicators (KPIs), and stage-gated decision-making protocols							
Task No	Task	Sub-task Description	Caltrain	CCSF	CHSRA	MTC/BATA	SFCTA	TJPA	To TJPA Board For
19.	Select lead agency for Construction. Should an alternate structure be adopted by the TJPA Board as a result of the above task, effect transition to final institutional arrangement and organization	Execution and implementation of Task 18 outcomes in coordination with the selected project delivery method.	Concur	Concur	Concur	Concur	Concur	Lead	Approval
E.	Prepare for Procurement								
20	Start procurement tasks as applicable based on final institutional agreement, selected project delivery method, and scoping	(a) Finalize Plans, Specifications, and Estimates (PS&E) to the level required by the contracting strategy and delivery method(s) (b) Develop draft Commercial Terms and Conditions as appropriate for each contract (c) Conduct additional industry outreach to create interest and create a competitive environment (d) Develop draft bid documents for each contract	Concur	Concur	Concur	Concur	Concur	Lead	Report on Progress Approval to begin procurement

ATTACHMENT 3A

SF Peninsula Rail Program Integrated Team

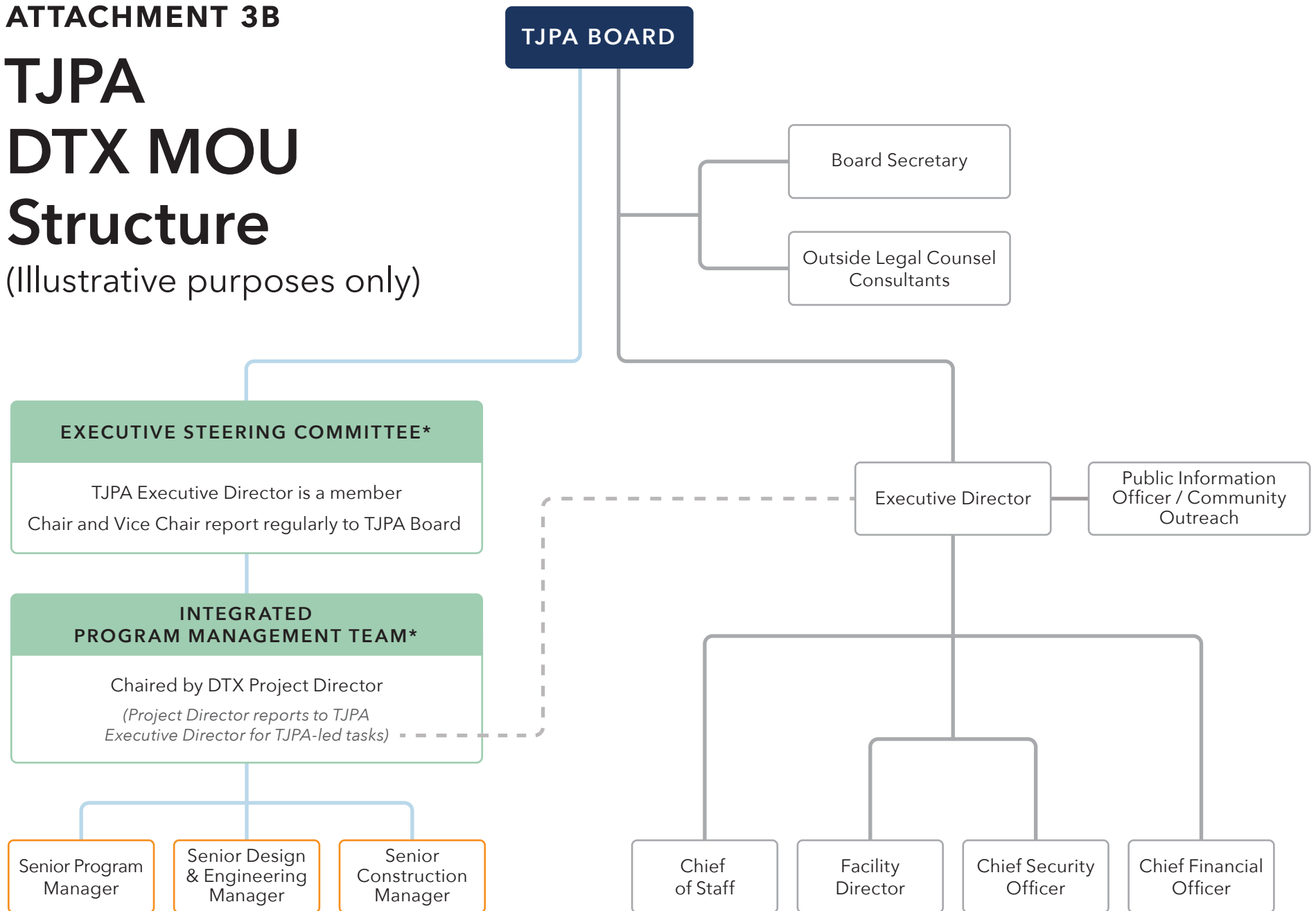


* Consistent with and limited to the Summary Work Program (Attachment 2) defined by the San Francisco Peninsula Rail Program MOU approved by TJPA Board on April 9, 2020

ATTACHMENT 3B

TJPA DTX MOU Structure

(Illustrative purposes only)



* Consistent with and limited to the Summary Work Program (Attachment 2) defined by the San Francisco Peninsula Rail Program MOU approved by TJPB Board on April 9, 2020



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0851 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 5/21/2020 **In control:** Metropolitan Transportation Commission
On agenda: 5/27/2020 **Final action:**
Title: Proposed Amendment to Plan Bay Area 2040

Approval of the proposed amendments to the Amended Plan Bay Area 2040 (Plan) and the Amended 2019 Transportation Improvement Program (TIP) to include the Interstate 680 Express Lanes Gap Closure Project in Alameda County, and approval of two companion technical documents - Transportation-Air Quality Conformity Analysis (Conformity Analysis) and Environmental Impact Report (EIR) Addendum that demonstrate the Amended Plan and Amended TIP comply with federal transportation conformity and California Environmental Quality Act (CEQA) requirements. The public comment period closed on April 24, 2020, and a summary of comments and responses will be presented prior to Committee action.

Sponsors:

Indexes:

Code sections:

Attachments: [8a 20-0851 PLNG 4a 1 PBA2040 Proposed Amendment.pdf](#)
[8a 20-0851 PLNG 4a 2 PBA2040 Proposed Amendment MTC Res. No 4423.pdf](#)
[8a 20-0851 PLNG 4a 3 PBA2040 Proposed Amendment MTC Res. No 4424 and ABAG Res. No 12-](#)
[8a 20-0851 PLNG 4a 4 PBA2040 Proposed Amendment MTC Res. No 4425 and ABAG Res. No 13-](#)
[8a 20-0851 PLNG 4a 5 PBA2040 Proposed Amendment MTC Res. No 4375.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Proposed Amendment to Plan Bay Area 2040

Approval of the proposed amendments to the Amended Plan Bay Area 2040 (Plan) and the Amended 2019 Transportation Improvement Program (TIP) to include the Interstate 680 Express Lanes Gap Closure Project in Alameda County, and approval of two companion technical documents - Transportation-Air Quality Conformity Analysis (Conformity Analysis) and Environmental Impact Report (EIR) Addendum that demonstrate the Amended Plan and Amended TIP comply with federal transportation conformity and California Environmental Quality Act (CEQA) requirements. The public comment period closed on April 24, 2020, and a summary of comments and responses will be presented prior to Committee action.

Presenter:

Adam Noelting

Recommended Action:

Commission Approval of:

1. MTC Resolution No. 4423: Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program
2. MTC Resolution No. 4424: Addendum to the Final Environmental Impact Report for Plan Bay Area 2040
3. MTC Resolution No. 4425: Amendment to Amended Plan Bay Area 2040
4. MTC Resolution No. 4375, Revised: Amendment to the Amended 2019 TIP

**Metropolitan Transportation Commission and the Association of Bay Area Governments
Joint MTC Planning Committee with the ABAG Administrative Committee**

May 8, 2020

Agenda Item 4a

Proposed Amendment to Plan Bay Area 2040

- Subject:** Approval of the proposed amendments to the Amended Plan Bay Area 2040 (Plan) and the Amended 2019 Transportation Improvement Program (TIP) to include the Interstate 680 Express Lanes Gap Closure Project in Alameda County, and approval of two companion technical documents - Transportation-Air Quality Conformity Analysis (Conformity Analysis) and Environmental Impact Report (EIR) Addendum that demonstrate the Amended Plan and Amended TIP comply with federal transportation conformity and California Environmental Quality Act (CEQA) requirements. The public comment period closed on April 24, 2020, and a summary of comments and responses will be presented prior to Committee action.
- Background:** The Alameda County Transportation Commission in cooperation with the California Department of Transportation (“Caltrans”) District 4, proposed an amendment to include the Interstate 680 Express Lanes Gap Closure Project in Alameda County. The Interstate 680 Gap Closure Project was not included in the adopted Plan’s financially constrained transportation investment strategy and consequently not assessed in the Plan’s two companion technical documents. The proposed project will add an express lane to the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84, closing the gap between existing and in-progress express lane projects directly to the north and south. The accelerated project development would allow for coordinated project delivery with a planned rehabilitation project on the same corridor.
- Staff has prepared the planning documents described below as part of the overall process to amend the Plan and TIP. On March 26, 2020, staff released the proposed amendment and supporting documents for a 30-day public review period, closing on April 24, 2020. Staff received five comment letter/emails on the proposed amendment. A summary of the comments and responses are provided in Attachment B. The four planning documents that are subject to your review and approvals are included as Attachments C through F.
- **Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program:** This conformity analysis was prepared in accordance with U.S. Environmental Protection Agency (EPA) conformity rules and MTC Resolution 3757. It was also vetted with the Air Quality Conformity Task Force, which is comprised of staff from U.S. EPA, Federal Highway Administration, Federal Transit Administration, Caltrans, and other partner agencies. The estimated total emissions projected for the amended Plan and amended TIP are consistent with (“conform to”) the purpose of the state air quality implementation plan (SIP). In addition, the timely implementation of federal transportation control measures is not affected.
 - **Addendum to the Final EIR for Plan Bay Area 2040:** This EIR Addendum was prepared in accordance to the California Environmental Quality Act (CEQA). The addition of the I-680 Gap Closure Project did not result in new significant impacts and the severity of the previously disclosed impacts did not substantially increase relative to what were previously identified in the certified Final EIR.

- **Amendment to Amended Plan Bay Area 2040:** This amendment adds the scope and cost of I-680 Gap Closure Project within the financially constrained Plan. The amendment does not conflict with the financial constraint requirements of the Plan. No other changes or revisions are made as part of this amendment.
- **Amendment to Amended 2019 Transportation Improvement Program:** This amendment adds the scope and cost of the I-680 Gap Closure Project. The amendment does not conflict with the financial constraint requirements of the TIP. No other changes or revisions are made as part of this amendment.

Issue:


In Fall 2019, federal agencies published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program” creating a barrier to approving amendments to the Plan and the TIP. On March 12, 2020, the EPA determined the California Air Resources Board’s proposed methodology to account for the impacts of the SAFE Vehicle Rule Part One to be acceptable for use in transportation conformity analyses of Plan and TIP amendments.

Recommendations:

1. The MTC Planning Committee finds the Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program is in conformance with the applicable federal air quality plan for ozone, carbon monoxide and particulates, and refers MTC Resolution No. 4423 (Attachment C) to the Commission for approval.
2. The MTC Planning Committee and ABAG Administrative Committee has: (1) reviewed and considered the information in the EIR Addendum prior to considering the Amendment to Amended Plan Bay Area 2040, (2) finds that the EIR Addendum has been completed in compliance with CEQA, and (3) refers MTC Resolution No. 4424 and ABAG Resolution No. 12-20 (Attachment D) to the Commission and ABAG Executive Board (respectively) for approval.
3. The MTC Planning Committee and ABAG Administrative Committee refer MTC Resolution No. 4425 and ABAG Resolution No. 13-20 (Attachment E) to the Commission and ABAG Executive Board (respectively) to approve the Amendment to Amended Plan Bay Area 2040.
4. The MTC Planning Committee refer MTC Resolution No. 4375, Revised (Attachment F) to the Commission to approve the Amendment to the Amended 2019 TIP.

Attachments:

Attachment A: Presentation
Attachment B: Comments and Responses to Comments
Attachment C: Conformity Analysis
Attachment D: EIR Addendum
Attachment E: Plan Amendment, and
Attachment F: TIP Amendment


Therese W. McMillan

Plan BayArea 2040

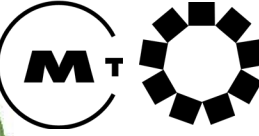
AIR QUALITY
CONFORMITY
ANALYSIS

EIR ADDENDUM
PLAN AMENDMENT
TIP AMENDMENT

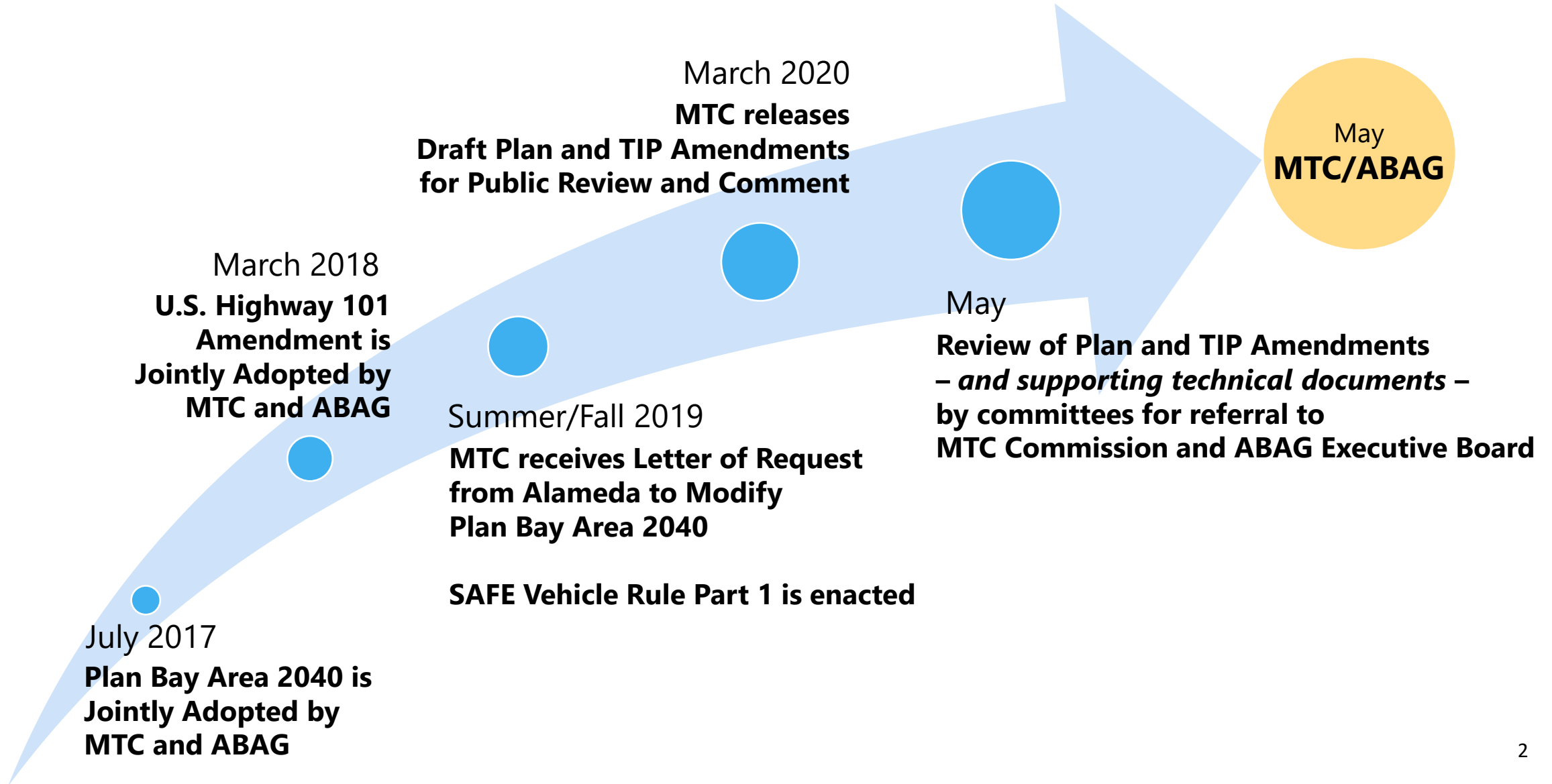
May 8, 2020

*Joint MTC Planning &
ABAG Administrative
Committee*

Adam Noelting
Bay Area Metro Staff



Plan Bay Area 2040 Milestones



The proposed Amendment adds the scope and cost assumptions of the I-680 Express Lanes Gap Closure Project.

Project Map:



Amendment Details:

Scope

Add an express lane to the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84

Cost

\$252 millions (Southbound)

\$228 millions (Northbound)

The cost increase is accommodated by reducing the East and North Bay Express Lanes Reserve (RTPID 17-10-0056)

Schedule

2024 (Southbound)

2030 (Northbound)

No other changes or revisions are proposed in this amendment.

A 30-day public review and comment period was opened, beginning March 26, 2020, and closing April 24, 2020.

Comments:

- Staff received five comments regarding the I-680 Express Lanes Gap Closure Project
- Comments focused on concerns related to the affects of adding freeway capacity, the accessibility of express lanes, and alternatives to adding freeway capacity

Response:

- Staff provided a response to address the comments, including clarifications to the project's scope and the Bay Area Express Lanes ("HOV/HOT") toll policy and operating requirements

A summary of public comment and staff's response is provided as Attachment B



The Conformity Analysis demonstrates that the Amendments to the Plan and TIP are consistent with the federal air quality plan.

Plan
BayArea
2040

- The Conformity Analysis is prepared to demonstrate that the Amended Plan and the Amended 2019 TIP will not cause new air quality violations, worsen existing violations, or delay timely attainment of the federal air quality standards
- The analysis was conducted consistent with the U.S. EPA's transportation-air quality conformity regulations and with the Bay Area Air Quality Conformity Protocol
- The analysis was conducted consistent with the California Air Resource Board's methodology to account for the impacts of the SAFE Vehicle Rule Part One
- The analysis demonstrates that both the Amended Plan and the Amended 2019 TIP conform to the federal air quality plan, which is referred to as the state implementation plan

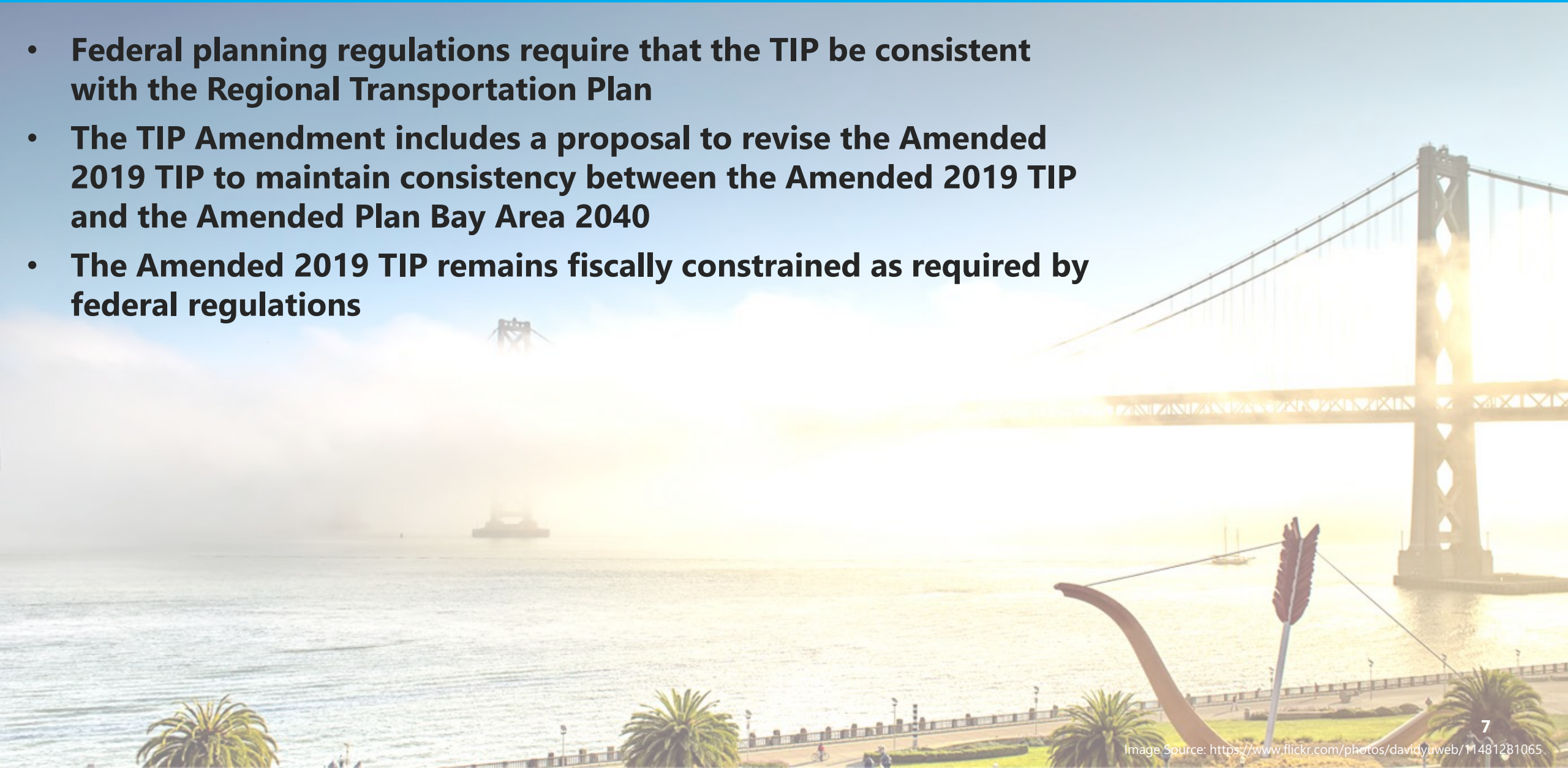
Image Source: <https://www.flickr.com/photos/wilsonhui/1576709868>

The Addendum to the Final EIR demonstrates that the Amendment does not change the conclusions of the Final EIR.

- This Addendum evaluates whether the Amended Plan could result in additional significant effects on the environment relative to the conclusions reached in the certified Final EIR
- This Addendum relies on the significance criteria for each issue area described in the Final EIR to assess the potential impacts of the Amendment
- This Addendum discloses that the Amended Plan would not result in any new significant environmental effects or substantial increases in the severity of the previously identified significant effects

The TIP Amendment ensures consistency between the TIP and the proposed Amendment to Plan Bay Area 2040.

- **Federal planning regulations require that the TIP be consistent with the Regional Transportation Plan**
- **The TIP Amendment includes a proposal to revise the Amended 2019 TIP to maintain consistency between the Amended 2019 TIP and the Amended Plan Bay Area 2040**
- **The Amended 2019 TIP remains fiscally constrained as required by federal regulations**



Staff requests referral of the four items to the Commission and ABAG Executive Board, as detailed below, to consider for approval.



MTC Resolution 4423
Approves the Air Quality Conformity Analysis/ Determination

Planning Committee

MTC Resolution 4424
ABAG Resolution 12-20
Approves the Addendum to the Final EIR

Planning Committee & Administrative Committee

MTC Resolution 4425
ABAG Resolution 13-20
Approves the Amendment to the Amended Plan Bay Area 2040

Planning Committee & Administrative Committee

MTC Resolution 4375
Approves the Amendment to the Amended 2019 Transportation Improvement Program

Planning Committee

Amendment to Plan Bay Area 2040:

Comments and Responses

In accordance with MTC's public participation plan, the Draft Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and Amended 2019 Transportation Improvement Program (TIP), the Draft Amendment to Amended Plan Bay Area 2040, and the Draft Amendment to the Amended 2019 TIP were released for a 30-day public review and comment period, beginning March 26, 2020, and closing April 24, 2020.

Opportunities to comment were publicized via MTC's website, email notifications, a press release, and display ads in local newspapers. The following is a list of the public comments submitted to MTC along with staff's responses to these comments. The following is a list of the public comments submitted to MTC along with staff's responses to these comments.

No.	Name	Agency/Organization	Date/Source
#1	Bill Mellberg	No affiliation	03/31/2020, Email
	<p>"To say you are adding a lane to fill the gap from Alcosta to Sunol or Washington to 580 is a play on words. There is no "new" lanes other than the existing 3 lanes, you can designate the third lane as an express lane, but that is not adding a lane. Let's be honest until there is a fourth lane added both north of Sunol and south of 580 nothing changes. I believe anything you do will be obsolete and ineffective before you even start."</p>		
#2	Michael T. Henn	No affiliation	03/31/2020, Email
	<p>"I strongly oppose the construction of any more toll express lanes on any freeway. The High Occupancy Vehicles lanes should be reserved for car pools. It is socially and environmentally counterproductive to allow a single-occupant vehicle to be allowed to pay to drive in a Lexus Lane. It's analogous to being able to pay to have a red light turn green for some and not others. It's fundamentally unfair.</p> <p>Furthermore, having free-flowing HOV lanes encourages people to carpool, thus reducing traffic and pollution. That's why such lanes were created. Filling the lanes up with solo drivers removes the incentive. So-called Express Lanes are the worst idea you could come up with.</p> <p>Please, stop this misguided program."</p>		
#3	David Vartanoff	No affiliation	03/31/2020, Web Comment
	<p>"building a new HOV lane is no longer the right idea. When and if the current covid crisis abates, thousands of workers will continue WFH. Secondly, if a new lane is added, it will simply encourage more (induced demand is a well understood concept). Redesignating an existing lane to discourage SOVs; fine. Better still deploy Express buses in the no longer wasted lane on short headways with 'bus pads' similar to those on 101, allowing quick off/quick on. and rapid trips from BART in either WC or PH to Dublin. adding a third track and second platform at Bayfair so that trains from Dublin can offer crossplatform connections to Berryessa is the next step."</p>		

	NO new freeway lanes!			
#4	John Weeks	No affiliation	03/31/2020, Web Comment	
	<p>“No Fee Cap: Please do not cap the fees on Express Lanes. In high congestion scenarios only a fee which will actually discourage SOV access will maintain throughput. The caps on regional express lanes that are already in place are too low.</p> <p>Driver Education: Please make sure the public knows about safe speeds in express lanes. I operate buses in the express lanes and get complaints from other SOV drivers that think the express lane is the fast lanes on the freeway. They complain that buses operating below the speed limit are in their way and slowing them down and dangerously pass.”</p>			
#5	Steven Dunbar	No affiliation	04/07/2020, Web Comment	
	<p>“I can't believe we are still adding lanes in 2020. Sure, they are better than standard carpool lanes and induce marginally less traffic than regular lanes.</p> <p>But they are not anywhere CLOSE to the level of mitigation we need to be doing in our transportation environment.</p> <p>The highway is already 3 lanes in each direction. You need to do much better than one more express lane.”</p>			

RESPONSE

The I-680 Gap Closure project's scope is to construct an express lane in both the southbound and northbound directions between the existing express lanes on I-680 that terminate at Alcosta Boulevard at the northern terminus and SR-84 at the southern terminus. The number of lanes on I-680 between Alcosta Boulevard to SR-84 will increase from three lanes to four lanes in each direction. When open, the added lanes will close the gap and create continuous express lanes between Walnut Creek and Milpitas.

The Bay Area Express Lanes ("HOV/HOT") are specially designated freeway lanes that allow vehicles to pay tolls, pay discounted tolls, or travel toll-free based on the lane's operating requirements. The Bay Area's Express Lanes are currently toll-free to carpools that meet the posted vehicle occupancy requirements, as well as to qualifying clean air vehicles (CAVs) regardless of vehicle occupancy. The pricing signs on some express lanes may occasionally display "HOV ONLY" instead of a price. This indicates the lane is too crowded and does not have room for toll-paying single occupant non-clean air vehicles to enter.

Date: May 27, 2020
W.I.: 1412
Referred by: Planning

ABSTRACT

Resolution No. 4423

This resolution finds that the amendments to the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program are in conformance with the State Implementation Plan to achieve National Ambient Air Quality Standards.

Further discussion of this subject is contained in the Executive Director's memorandum to the Planning Committee dated May 8, 2020.

Date: May 27, 2020
W.I.: 1412
Referred by: Planning

Re: Approval of the Transportation-Air Quality Conformity Analysis of the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program to the State Implementation Plan for Achieving and Maintaining National Ambient Air Quality Standards

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4423

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Part 450 of Title 23 of the Code of Federal Regulations (CFR), require MTC as the MPO to prepare and update a long-range Regional Transportation Plan (RTP) every four years; and

WHEREAS, California Government Code § 65080 *et seq.* (Senate Bill 375) requires MTC to prepare and update a long-range RTP, including a Sustainable Communities Strategy (SCS) prepared in conjunction with the Association of Bay Area Governments (ABAG), every four years; and

WHEREAS, MTC and ABAG jointly adopted the Final Plan Bay Area 2040 (Plan) (MTC Resolution 4300 and ABAG Resolution No. 10-17) on July 26, 2017; and

WHEREAS, MTC and ABAG have prepared an Amendment to the Plan (Amended Plan) to include the proposed Interstate 680 Express Lanes Gap Closure Project (“I-680 Gap Closure Project”) in Alameda County; and

WHEREAS, the Amended Plan and the Amended TIP must conform to the federal air quality plan, which is also referred to as the State Implementation Plan (SIP); and

WHEREAS, the Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 TIP meets all required EPA guidance criteria and, therefore, the region must demonstrated conformity for the 2015 Ozone NAAQS; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency (U.S. EPA) as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and so MTC must demonstrate conformance to this standard through an interim emission test until a PM_{2.5} SIP is approved by U.S. EPA; and

WHEREAS, MTC has conducted a transportation-air quality conformity analysis for the Amended Plan and the Amended TIP in accordance with U.S. EPA conformity regulations and the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757); and

WHEREAS, MTC conducted a transportation-air quality conformity analysis for the Amended Plan and the 2019 TIP utilizing the latest planning assumptions, emissions model, and consultation provisions, including a quantitative regional emissions analysis that meets emissions budget requirements of the U. S. Environmental Protection Agency transportation conformity rule, and the Plan contributes to all required emissions reductions; and

WHEREAS, said conformity analysis is included as Attachment A of this resolution, and is incorporated herein as though set forth at length; and

WHEREAS, the conformity analysis has been circulated for 30-day public review period from March 26, 2020, through April 24, 2020; now, therefore be it

RESOLVED, that MTC makes the following conformity findings for the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program:

- (A) Conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the State Implementation Plan

- approved for the national 8-hour ozone standard and carbon monoxide standard, and to the interim emissions test for the national fine particulate matter standard; and
- (B) Provides for the timely implementation of transportation control measures (TCMs) pursuant to the applicable State Implementation Plan;

RESOLVED, that Executive Director shall forward a copy of this Resolution to the U.S. Department of Transportation for its approval of MTC's conformity findings, along with a copy of the Amendment to Plan Bay Area 2040 and the 2019 Transportation Improvement Program and to such other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a meeting of the Commission held in San Francisco, California and at other remote locations, on May 27, 2020.

Date: May 27, 2020
W.I.: 1412
Referred by: Planning

Attachment A
Resolution No. 4423
Page 1 of 1

**Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and
the Amended 2019 Transportation Improvement Program**

The Transportation-Air Quality Conformity Analysis for the amendments to the
Amended Plan Bay Area 2040 and the
Amended 2019 Transportation Improvement Program is on file in the offices
of the Metropolitan Transportation Commission, Bay Area Metro Center,
375 Beale Street, Suite 800, San Francisco, CA 94105, or available upon request to
info@bayareametro.gov while the COVID-19 shelter-in-place orders are in effect.



TRANSPORTATION-AIR QUALITY CONFORMITY ANALYSIS



Plan BayArea 2040

FINAL SUPPLEMENTAL REPORT



Metropolitan
Transportation
Commission



Association
of Bay Area
Governments

MAY 2020

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William Kissinger Regional
Water Quality Control Board



Plan Bay Area 2040:

Transportation-Air Quality Conformity Analysis for Amended Plan Bay Area 2040 and Amended 2019 Transportation Improvement Program

May 2020



METROPOLITAN
TRANSPORTATION
COMMISSION



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I. Introduction

The Metropolitan Transportation Commission (MTC) prepares a transportation-air quality conformity analysis (“conformity analysis”) when it amends or updates its Regional Transportation Plan (RTP), and/or updates its Transportation Improvement Program (TIP), or adds or deletes regionally significant, non-exempt projects into the TIP.

The purpose of this conformity analysis is to conform the Amended RTP (“Plan Bay Area 2040”) and to conform the 2019 TIP in accordance with the latest U.S. Environmental Protection Agency (EPA) transportation conformity regulations and the Bay Area Conformity State Implementation Plan (Conformity SIP), which is also known as the Bay Area Air Quality Conformity Protocol (MTC Resolution No. 3757). This conformity analysis addresses the 2008 and 2015 national ambient air quality standard (NAAQS) for 8-hour ozone and the 2006 national 24-hour fine particulate matter (PM_{2.5}) standard.

This report explains the basis for the conformity analysis and provides the results used by MTC to make a positive conformity finding for the Amended Plan Bay Area 2040 and the 2019 Amended TIP. This conformity analysis also serves to re-conform the Amended Plan Bay Area 2040 and 2019 TIP for the federal 2015 ozone NAAQS.

Purpose of Conformity Analysis

The Federal Clean Air Act, as amended in 1990 (CAAA) outlines requirements for ensuring that federal transportation plans, programs, and projects are consistent with (“conform to”) the purpose of the SIP. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards. A conformity finding demonstrates that the total emissions projected for a transportation plan (“RTP”) or program (“TIP”) are within the emissions limits (“budgets”) established by the SIP, and that transportation control measures (TCMs) are implemented in a timely fashion.

Conformity requirements apply in all non-attainment and maintenance areas for transportation-related criteria pollutants and related precursor emissions. For the Bay Area, the criteria pollutants to be addressed are ground-level ozone, carbon monoxide, and PM_{2.5}; and the precursor pollutants to be addressed include volatile organic compounds (VOC) and oxides of nitrogen (NOX) for ozone and for PM_{2.5}. EPA’s most recent revisions to its transportation conformity regulations to implement the 1990 Federal Clean Air Act section 176 were published in the Federal Register on March 14, 2012¹.

Metropolitan Planning Organizations (MPOs) such as MTC are required to follow these regulations, and any other procedures and criteria contained in the EPA-approved Conformity SIP (Transportation-Air Quality Conformity Protocol) for the Bay Area. In the Bay Area, procedures were first adopted in September 1994 to comply with the 1990 CAAA. Four subsequent amendments to the transportation conformity procedures in August 1995, November 1995, August 1997, and July 2006 have been adopted by the three co-lead agencies (MTC, Association of Bay Area Governments (ABAG), and Bay Area Air Quality Management District (BAAQMD)). MTC Resolution 3757 represents the latest San Francisco Bay Area Transportation-Air Quality Conformity Protocol adopted by the three agencies in July 2006. Acting on behalf of the three agencies, the BAAQMD submitted this latest Protocol to California Air Resources Board (CARB) as a revision to the Bay Area Conformity SIP. CARB approved this proposed revision to the

¹ The current version of the regulations is available on EPA’s Transportation Conformity website at: <https://www.epa.gov/state-and-local-transportation/current-law-regulations-and-guidance-state-and-local-transportation>

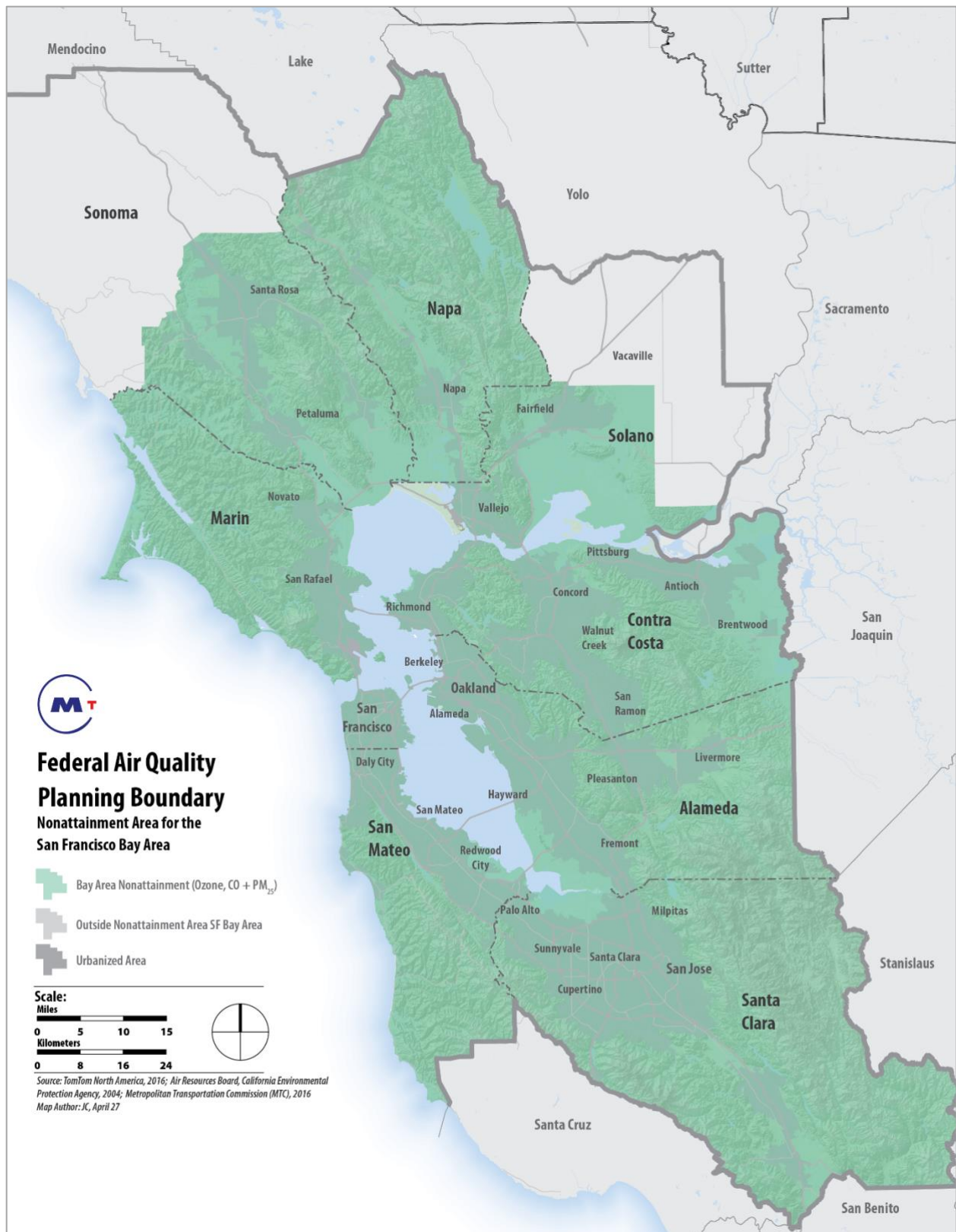


Figure 1: Map of the Non-Attainment Area for the San Francisco Bay Area

Bay Area's Conformity SIP in December 2006 and transmitted it to EPA for final action. EPA approved the Bay Area Conformity SIP in December 2007 (40 CFR Part 52).

These regulations and resolutions state in part that, MTC cannot approve any transportation plan, program, or project unless these activities conform to the purpose of the federal air quality plan. "Transportation plan" refers to the RTP. "Program" refers to the TIP, which is a financially realistic set of highway and transit projects to be funded over the next four years. A "transportation project" is any highway or transit improvement, which is included in the RTP and TIP and requires funding or approval from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Conformity regulations also affect regionally significant non-federally funded projects which must be included in a conforming transportation plan ("RTP") and program ("TIP").

Status of Regional Transportation Plan

A regional transportation plan, or RTP, is a plan which includes both long-range and short-range strategies and actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. State law requires that RTP's include a Sustainable Communities Strategy (SCS) to identify a forecasted land use development pattern that when integrated with the future transportation system will meet the region's greenhouse gas reduction target set by CARB. As required by federal and state planning regulations, the RTP covers a minimum planning horizon of 20 years and is updated every four years in areas which do not meet federal air quality standards ("non-attainment"). The RTP is financially constrained to ensure project costs do not exceed regionally expected transportation revenues over the planning horizon. Once adopted, the RTP guides the development of the TIP for the region.

The San Francisco Bay Area's RTP/SCS-Plan Bay Area 2040 ("the Plan")- was originally adopted in July 2017 and is an update to Plan Bay Area (2013). Plan Bay Area 2040 sets forth a strategic investment strategy to maintain existing transportation infrastructure, service, and system performance for Bay Area travelers through horizon year 2040. It includes a regional transportation investment strategy and subsequent list of highway, transit, local roadway, bicycle, and pedestrian projects identified through regional and local transportation planning processes. In addition, Plan Bay Area 2040 includes a focused growth land use pattern designed to reduce passenger vehicle travel to achieve the region's greenhouse gas reduction target set by CARB.

Starting with the current state of the region, Plan Bay Area 2040 describes its goals, a proposed growth pattern and supporting transportation investment strategy, and key actions needed to address ongoing and long-term regional challenges. The Plan also includes supplemental reports for additional details. These documents and the adopted Plan can be found at <http://2040.planbayarea.org/reports>.

In March 2018, MTC and ABAG amended Plan Bay Area 2040 to modify the scope and project cost of the U.S. Highway 101 Managed Lanes Project in San Mateo County (RTPID 17-06-0007). The amendment aligned the Plan's project assumptions to those of the preferred alternative in the project's Environmental Impact Report (EIR). The Commission approved the Transportation-Air Quality Conformity Analysis for Amended Plan Bay Area 2040 and Amended 2017 Transportation Improvement Program on March 28, 2018 (MTC Resolution No. 4325). The FHWA and FTA approved MTC's conformity determination for the Amended Plan Bay Area 2040 and the Amended 2017 TIP on May 17, 2018.

MTC and ABAG propose a second amendment to Plan Bay Area 2040 to add the project scope and cost of the Interstate 680 Express Lanes Gap Closure Project in Alameda County. The project will add an express lane to the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84, closing the gap between existing and in-progress express lane projects directly to the north and south.

This conformity analysis will serve to demonstrate that the Amended Plan Bay Area 2040 conforms to the SIP. Refer to Appendix B for a detailed list of projects included in the Amended Plan Bay Area 2040.

Status of Transportation Improvement Program

The federally required transportation improvement program, or TIP, is a comprehensive listing of surface transportation projects for the San Francisco Bay Area that receive federal funds, are subject to a federally required action, or are regionally significant. MTC, as the federally designated MPO, prepares and adopts the TIP at least once every four years. The TIP covers a four-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred as “programmed”) must not exceed the amount of dollars estimated to be available. Adoption of the TIP must be accompanied by an air quality conformity analysis and finding, and all projects included in the TIP must be derived from and/or be consistent with the RTP. MTC prepared and completed the Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 Amended TIP, which was approved by the Commission in September 2018. FHWA and FTA issued joint approval of this conformity determination in December 2018.

The 2019 Amended TIP contains approximately 800 projects totaling about \$15.5 billion over the four-year period from fiscal year 2018-19 to 2021-22. The I-680 Express Lanes Gap Closure Project is now being revised in the TIP through TIP Amendment 2019-38 to be consistent with the changes included in the Amended Plan Bay Area 2040.

The I-680 Express Lanes Gap Closure project as proposed in the Amended Plan Bay Area 2040 is expected to be completed outside the analysis years of the Amended 2019 TIP timeframe. This conformity analysis serves to conform the 2019 TIP as amended through TIP Amendment 2019-38 and the Amended Plan Bay Area 2040.

Refer to Appendix A1 for a detailed listing of projects/programs in the 2019 Amended TIP. Note that specific funding sources are identified in the TIP itself. Appendix A2 list the projects in the 2019 Amended TIP with updated conformity analysis years.

II. Bay Area Air Pollutant Designations

National 1-Hour Ozone Standard

The Bay Area was initially designated as nonattainment for ozone on March 3, 1978. On November 6, 1991, the EPA designated the Bay Area as a moderate ozone non-attainment area. Based on “clean” air monitoring data from 1990 to 1992, the co-lead agencies—BAAQMD, MTC, and ABAG— determined that the Bay Area was attaining the 1-hour ozone standard and requested that CARB forward a re-designation request and an ozone maintenance plan to EPA.

On May 25, 1995, after evaluating 1990-1992 monitoring data and determining that the Bay Area had continued to attain the standard, the EPA re-designated the Bay Area as an ozone maintenance area. Shortly thereafter, the area began violating the standard again and on July 10, 1998, the EPA published a

Notice of Final Rulemaking re-designating the Bay Area back to an ozone non-attainment area. This action became effective on August 10, 1998.

The re-designation to nonattainment triggered an obligation for the State to submit a SIP revision designed to provide for attainment of the 1-hour ozone NAAQS by November 15, 2000. This revision (the San Francisco Bay Area Ozone Attainment Plan for the 1-hour National Ozone Standard – June 1999 or “1999 Plan”) was partially approved and partially disapproved by EPA on September 20, 2001 in conjunction with a determination that the area had failed to attain by the November 2000 deadline. The attainment demonstration and its associated motor vehicle emissions budgets were among the plan elements that were disapproved.

As a result of the EPA’s finding of failure to attain and partial disapproval of the 1999 Plan, the State was required to submit a SIP revision for the Bay Area to EPA by September 20, 2002 that included an updated volatile organic compounds (VOC) and nitrogen oxides (NOX) emissions inventory, new transportation conformity budgets, and provided for attainment of the 1-hour ozone standard no later than September 20, 2006. On November 1, 2001, CARB approved the San Francisco Bay Area 2001 Ozone Attainment Plan for the 1-Hour National Ozone Standard (2001 Plan) as a revision to the SIP. The BAAQMD and its co-lead agencies, (MTC and ABAG) adopted the 2001 Plan on October 26, 2001.

The 2001 Plan contains a control strategy with seven stationary source measures, five transportation control measures (TCMs), and eleven further-study measures. In the 2001 Plan, the District also committed to strengthening the then existing Smog Check program by requesting the State Bureau of Automotive Repair to implement two VOC-reducing program elements. The new measures and on-going programs provided 271 tons per day of combined VOC and NOx emission reductions between 2000 and 2006. The 2001 Plan also included an attainment assessment based on Bay Area data.

On November 30, 2001, ARB submitted the 2001 Plan, which included VOC and NOx motor vehicle emissions budgets (164.0 tons per day (tpd) and 270.3 tpd, respectively) for the 2006 attainment year, to EPA for approval as a revision to the California SIP. To support the on-road motor vehicle emission inventory and transportation conformity budgets in the Plan, CARB also transmitted the San Francisco Bay Area-EMFAC2000 model to EPA for approval for the Bay Area ozone non-attainment area. On February 14, 2002, the EPA found the motor vehicle emissions budgets in the 2001 Plan adequate for transportation conformity purposes, based on its preliminary determination that the plan provided for timely attainment of the 1-hour ozone standard.

On April 22, 2004, based on air quality monitoring data from the 2001, 2002, and 2003 ozone season, EPA determined that Bay Area had attained the national 1-hour ozone standard. Because of this determination, requirements for some of the elements of the 2001 Ozone Attainment Plan, submitted to EPA to demonstrate attainment of the 1-hour standard, were suspended. The determination of attainment did not mean the Bay Area had been re-designated as an attainment area for the 1-hour standard. To be re-designated, the region would have had to submit a formal re-designation request to EPA, along with a maintenance plan showing how the region would continue to attain the standard for ten years. However, this re-designation request was no longer necessary upon the establishment of the new national 8-hour ozone standard.

National 8-Hour Ozone Standard

In July 1997, EPA revised the ozone standard, setting it to 80 parts per billion (ppb) in concentration-based specifically on the 3-year average of the annual 4th highest daily maximum 8-hour ozone

concentrations. In April 2004, EPA issued final designations for attainment and non-attainment areas. In June 2004, EPA formally designated the Bay Area as a non-attainment area for national 8-hour ozone and classified the region as “marginal” based on five classes of non-attainment areas for ozone, ranging from marginal to extreme.

In March 2008, EPA lowered the national 8-hour ozone standard from 80 ppb to 75 ppb. On March 12, 2009, CARB submitted its recommendations for area designations for the revised national 8-hour ozone standard. These recommendations were based on ozone air quality data collected during 2006 through 2008. The CARB recommended that the Bay Area be designated as non-attainment for the national 8-hour ozone standard. EPA had one year to review the recommendations and were to notify states by November 12, 2009, if they planned to modify the state-recommended areas. EPA issued final designations by March 12, 2010, based on more up to date monitoring data.

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. The updated standards will improve public health protection, particularly for at-risk groups including children, older adults, people of all ages who have lung diseases such as asthma, and people who are active outdoors, especially outdoor workers. They also will improve the health of trees, plants and ecosystems. The proposed implementation rule for the 2015 ozone standard was published November 17, 2016 and proposed a framework for nonattainment area classifications and SIP requirements. In addition, the proposed rule follows the approach adopted for the previous Classifications Rule and SIP Requirements Rule (SRR) for the 2008 ozone NAAQS.

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 and on April 30, 2018, EPA completed area designations for most of the United States (including the San Francisco Bay Area). On June 4, 2018, EPA published a final rule that designated 51 areas as nonattainment for the 2015 ozone NAAQS. These final designations took effect on August 3, 2018, 60 days after the notice was published in the *Federal Register*. Nonattainment areas must demonstrate conformity of transportation plans and transportation improvement programs (TIPs) to the 2015 ozone NAAQS by August 3, 2019², the end of the grace period.

In addition, because marginal 8-hour ozone areas are not required to submit an attainment demonstration SIP (containing on-road motor vehicle emission budgets required to demonstrate conformity), the conformity finding in this report is based on the approved 1-hour ozone on-road motor vehicle emission budgets contained in the Bay Area’s 2001 Plan.

National PM_{2.5} Standard

In 1987, the EPA established a standard for particle pollution equal to or smaller than 10 micrometers in diameter. A decade later, the 1997 revision to the standard set the stage for change, when a separate standard was set for fine particulate matter (particles that are 2.5 micrometers in diameter and smaller). Citing the link between serious health problems and premature death in people with heart or lung disease, the 1997 revision ultimately distinguished and set forth regulation on particle pollutants known

² Transportation Conformity Guidance for 2015 Ozone Nonattainment Areas at: <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P100UN3X.pdf>

as particulate matter 2.5 (PM_{2.5}) and particulate matter 10 (PM₁₀). Based on air quality monitoring data, the Bay Area was found to be attaining the 1997 PM_{2.5} standards.

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 (µg/m³) to 35 µg/ m³. The annual fine particle standard at 15 µg/ m³ remained the same. Also, in 2006, the EPA published a final rule that established transportation conformity criteria and procedures to determine transportation projects that required analysis for local air quality impacts for PM_{2.5} in non-attainment and maintenance areas. The established criteria and procedures require that those areas designated as nonattainment areas must undergo a regional conformity analysis for PM_{2.5}. Furthermore, the procedures also mandate that areas designated as non-attainment must complete an additional project-level PM_{2.5} hot-spot analysis of localized impacts for transportation projects of air quality concern.

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. Pursuant to the Clean Air Act, the Bay Area and MTC were subject to the requirement (beginning on December 14, 2010) to demonstrate that the RTP and TIP conformed to the SIP. In addition, beginning on December 14, 2010, certain roadway and transit projects that involve significant levels of diesel vehicle traffic needed to prepare PM_{2.5} hot-spot analyses.

National 8-Hour Carbon Monoxide Standard

In April 1998, the Bay Area became a “maintenance area” for the national 8-hour carbon monoxide (CO) standard, having demonstrated attainment of the standards. As a maintenance area, the region must assure continued attainment of the CO standard.

Under 40 CFR 93.102(b)(4) of EPA’s regulations, transportation conformity applies to maintenance areas through the 20-year maintenance planning period, unless the maintenance plan specifies that the transportation conformity requirements apply for a longer time period. Pursuant to the CAAA’s section 176(c)(5) and as explained in the preamble of the 1993 final rule, conformity applies to areas that are designated nonattainment or are subject to a maintenance plan approved under the CAAA section 175A. The section 175A maintenance planning period is 20 years, unless the applicable implementation plan specifies a longer maintenance period³. The EPA further clarified this conformity provision in its January 24, 2008 final rule⁴.

The approved maintenance plan for the San Francisco-Oakland-San Jose Carbon Monoxide nonattainment area did not extend the maintenance plan period beyond 20 years from re-designation. Consequently, transportation conformity requirements for CO ceased to apply after June 1, 2018 (i.e., 20 years after the effective date of the EPA’s approval of the first 10-year maintenance plan and re-designation of the area to attainment for CO NAAQS). As a result, as of June 1, 2018, transportation conformity requirements no longer apply for the CO NAAQS in the San Francisco-Oakland-San Jose CO nonattainment area for Federal Highway Administration/Federal Transit Association projects as defined in 40 CFR 93.101.

³ See 58 FR 62188, 62206 (November 24, 1993)

⁴ See 73 FR 4420, at 4434-5 (January 24, 2008)

Approved Motor Vehicle Emissions Budgets and Conformity Tests

The Bay Area has conformity requirements for national ozone and PM_{2.5} standards. Under the ozone standard, the Bay Area has to meet an on-road motor vehicle emission “budget” test. Because the Bay Area does not have on-road motor vehicle emission budgets for PM_{2.5} that have been determined to be adequate by EPA, it has to meet an emission interim test for the PM_{2.5} standard. To make a positive conformity finding for ozone MTC must demonstrate that the calculated on-road motor vehicle emissions in the region are lower than the approved budgets. To make a positive “interim” conformity finding for PM_{2.5}, MTC must meet “build not greater than no build” or “build not greater than baseline year” tests based on PM_{2.5} exhaust, tire wear, and brake wear, and NO_x as a PM_{2.5} precursor, emissions.

On-road motor vehicle emissions budgets for VOC and NO_x, which are ozone precursors, were developed for the 2006 attainment year as part of the 2001 1-hour Ozone Attainment Plan. The VOC and NO_x budgets were found to be adequate by EPA on February 14, 2002 (67 FR 8017), and were subsequently approved by EPA on April 22, 2004 (69 FR 21717). Note that under EPA’s conformity rule for the national 8-hour ozone standard, the existing 1-hour on-road motor vehicle emission budgets are to be used for conformity analyses until they are replaced.

The on-road motor vehicle emission budgets are listed below:

- VOC: 164 tons per day (2006 and beyond)
- NO_x: 270.3 tons per day (2006 and beyond)

For PM_{2.5}, initially the Bay Area was required to prepare a SIP by December 2012 to show how the region would attain the standard by December 2014. In addition, although the Bay Area was designated as non-attainment for the national 24-hour PM_{2.5} standard based on monitoring data for the 2006-2008 period, the region exceeded the standard by only a slight margin.

Monitoring data shows that the Bay Area currently meets the national standards for both annual and 24-hour PM_{2.5} levels. However, because the health effects of PM are serious and far-reaching, and no safe threshold of exposure to PM has yet been identified, it is important efforts continue to further reduce PM emissions and concentrations.⁵

Under US EPA guidelines, a region with monitoring data showing that it currently attains an air quality standard can submit a “re-designation request” and a “maintenance plan” in lieu of a SIP attainment plan. However, the BAAQMD believes that it would be premature to submit a PM_{2.5} re-designation request for the Bay Area at this time. Instead, the BAAQMD has pursued another option provided by US EPA guidelines for areas with monitoring data showing that they currently meet the PM_{2.5} standard. In December 2011, CARB submitted a “clean data finding” request on behalf of the Bay Area. On January 9, 2013, EPA took final action to determine that the Bay Area attained the 2006 24-hour PM_{2.5} standard. EPA’s determination was based on complete, quality-assured, and certified ambient air monitoring data showing that the area monitored attainment based on the 2009-2011 monitoring period. Based on EPA’s determination, the requirements for the Bay Area to submit an attainment demonstration, together with RACMs, an RFP plan, and contingency measures for failure to meet RFP and attainment deadlines are suspended for so long as the region continues to attain the 2006 24-hour PM_{2.5} standard.

⁵ See BAAQMD’s 2017 *Clean Air Plan: Spare the Air, Cool the Climate* at: http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en

Since an approved on-road motor vehicle emissions budget for PM_{2.5} is not available for use in this conformity analysis, MTC must complete one of the two interim emissions tests:

- the build-no-greater-than-no-build test (“build/no-build test”) found at 40 CFR 93.119(e)(1), or
- the no-greater-than-baseline year emissions test (“baseline year test”), described at 40 CFR 93.119(e)(2).

Per the interagency consultation via the Air Quality Conformity Task Force meeting dated May 28, 2015, MTC elected to use the “baseline year test”. In this test, conformity is demonstrated if in each analysis year, the RTP or TIP (the “build” scenarios) on-road motor vehicle emissions are less than or equal to emissions in the “baseline year” emission inventory. The “baseline year” for the 2006 24-hour PM_{2.5} standard is the year 2008⁶.

Under a determination of conformity, the following criteria are applied:

1. The latest planning assumptions and emission models are used.
The transportation plan (“RTP”) and program (“TIP”) pass an emissions budget test using a budget that has been found adequate by EPA or an interim emissions test when budgets have not been established.
2. The transportation plan (“RTP”) and program (“TIP”) provide for the timely implementation of TCMs.
3. Interagency and public consultation is part of the process.

III. Conformity Analysis & Results

Approach to Conformity Analysis

The latest planning assumptions were used when preparing this conformity analysis. Regional estimates of future travel data were estimated using MTC’s land use model (referred to as “*Bay Area UrbanSim*”) and travel model (referred to as “*Travel Model One*”). This integrated model framework allows for analysis of how transportation projects affect the surrounding land use pattern, as well as how changes to residential and commercial activity affect transportation demand. *Travel Model One* (version 0.6) released in July 2016, is calibrated to year 2000 conditions and validated against year 2000, year 2005, and year 2010 conditions. The model generates spatially- and temporally- specific estimates of travel data—roadway usage and speed. This travel data is input into CARB’s latest Emission FACTors (EMFAC2017) model to estimate on-road motor vehicle emissions.

In 2016, MTC updated the method by which Amended Plan Bay Area 2040 programmatic category projects are assessed and represented in Travel Model One in the analysis years between the year 2040 (the Horizon Year for the Amended Plan Bay Area) and the 2019 Amended TIP. Please see Appendix C for the complete approach (for regional conformity modeling purposes) description.

The EMFAC2017 model shows how California on-road motor vehicle emissions have changed over time and are projected to change in the future. This information helps CARB evaluate prospective control programs and determine the most effective, science-based proposals for protecting the environment. EMFAC2017 includes the latest data on California’s car and truck fleets and travel activity. The model also reflects the emissions benefits of CARB’s recent rulemakings, including on-road diesel fleet rules,

⁶ Additional information is available here: <https://www.epa.gov/state-and-local-transportation/baseline-year-baseline-year-test-40-cfr-93119>

Advanced Clean Car Standards, and the Smartway/Phase I Heavy Duty Vehicle Greenhouse Gas Regulation. The model includes updates to truck emission factors based on the latest test data. More details about the updates in emissions calculation methodologies and data are available in the EMFAC2017 Technical Support Document.⁷

On September 27, 2019, the EPA and the National Highway Traffic Safety Administration published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program.” (84 Fed. Reg. 51,310 (Sept. 27, 2019.)). The SAFE Vehicle Rule Part One impacts some of the underlying assumptions in the EMFAC2017 model. In response, CARB staff developed off-model adjustment factors to account for the impacts of this rule. On March 12, 2020, the EPA confirmed these adjustment factors to be acceptable for use in transportation conformity determinations⁸.

*Bay Area UrbanSim*⁹ and *Travel Model One* are responsive to numerous inputs, including demographic, pricing, travel behavior, and highway and transit network assumptions. For this conformity analysis, the two models use demographic and highway and transit network assumptions consistent with the Amended Plan Bay Area 2040¹⁰. Highway and transit networks were updated for each analysis year to reflect investments in the Amended Plan Bay Area 2040 (see Appendix B) and the 2019 Amended TIP (see Appendix A1 and A2). Pricing assumptions applied in *Travel Model One* include projected parking prices, gasoline and non-gasoline auto operating costs, fuel economy, bridge tolls, transit fares, and express lanes. Travel behavior assumptions include trip peaking factors, vehicle occupancy factors, and estimates of interregional commuters. Refer to Appendix D for detailed travel modeling assumptions used in this conformity analysis.¹¹

Regional vehicle miles traveled (VMT) and engine starts (which are needed for emission calculations) are forecasted using a combination of output from *Travel Model One* and base year (2010) EMFAC2017 default VMT information provided by the CARB. For conformity purposes, MTC continues to employ the agreed to protocol for estimating VMT with updated 2010 base year data.

A separate process was used to develop demographic assumptions for the PM_{2.5} “baseline year” of 2008. *Bay Area UrbanSim* generates Transportation Analysis Zone (TAZ)-level data set in 5-year increments. The calculation of data for the interim year 2008 requires a multi-stop process. First, regional control totals for each attribute are calculated using straight-line extrapolations between the two adjacent 5-year increments (2005 and 2010). Next, each TAZ's share of the regional total is calculated by extrapolation of the two adjacent 5-year increments. Finally, individual TAZ totals are calculated by multiplying the interim year TAZ share of the regional total by the regional control total.

Analysis Years

The analysis years for the budget and baseline year tests are to be within five years from the date the analysis is done, the horizon year of the RTP and intermediate years as necessary so that analysis years

⁷ Additional information is available here: <http://www.arb.ca.gov/msei/categories.htm>

⁸ Additional information is available here: https://www3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf

⁹ Additional information is available here: http://2040.planbayarea.org/sites/default/files/2017-07/Land_Use_Modeling_PBA2040_Supplemental%20Report_7-2017.pdf

¹⁰ Additional information is available here: <http://www.planbayarea.org/2040-plan/final-preferred-scenario>

¹¹ Additional information is available here: http://2040.planbayarea.org/sites/default/files/2017-07/Travel_Modeling_PBA2040_Supplemental%20Report_7-2017_0.pdf

This document is part of the Final Amended Plan Bay Area 2040 scenario planning/development effort and the technical methods and assumptions used in this effort are consistent with what is applied in this conformity analysis.

are not more than ten years apart. For this conformity analysis, the analysis years are 2020, 2030 and 2040 for the 2008 and 2015 ozone and 2006 PM_{2.5} standards. MTC used *Travel Model One* to forecast travel data for the 2020, 2030 and 2040 analysis years. The forecasted travel data for each analysis year were then input into the EMFAC2017 model to calculate on-road motor vehicle emissions.

Consultation Process

MTC has consulted on the preparation of this conformity analysis with the Bay Area's Air Quality Conformity Task Force. The Conformity Task Force is composed of representatives of EPA, CARB, FHWA, FTA, Caltrans, MTC, BAAQMD, ABAG, the nine county Congestion Management Agencies, and Bay Area transit operators. The Conformity Task Force reviews the analysis assumptions, consults on TCM implementation issues, and reviews the results of the conformity analysis. The task force meetings are open to the public. Consultation with the Air Quality Conformity Task Force related to the preparation of this conformity analysis includes the following:

March 2020

- Review approach to Conformity Analysis for Draft Amended Plan Bay Area 2040 and the Amended 2019 TIP

April 2020

- Review responses to comments on Conformity Analysis for Draft Amended Plan Bay Area 2040 and the Amended 2019 TIP
- Complete the Conformity Determination for Amended Plan Bay Area 2040 and the Amended 2019 TIP and respond to public comments

Comparison of Motor Vehicle Emissions to Budgets

As explained earlier, on-road motor vehicle emissions budgets are established in the SIP for VOCs and NO_x. To make a positive conformity finding, the regional on-road motor vehicle emissions must be equal to or less than these budgets. The results of the vehicle activity forecasts and on-road motor vehicle emission calculations are described in the following section.

Ozone Motor Vehicle Emission Budgets

For VOC and NO_x, the on-road motor vehicle emission budgets also reflect emission reductions from five Transportation Control Measures (TCMs) incorporated in the 2001 Ozone Attainment Plan (Table 1).

Table 1: VOC and NO_x Emissions Budgets from 2001 Ozone Attainment Plan (tons/day)

VOC	
2006 On Road Motor Vehicle Emissions	168.5
2006 Mobile Source Control Measure Benefits	(4.0)
2006 TCM Benefits	(0.5)
2006 Emissions Budget	164.0
NO _x	
2006 On Road Motor Vehicle Emissions	271.0
2006 TCM Benefits	(0.7)
2006 Emissions Budget	270.3

The vehicle activity forecasts by analysis year for the Amended Plan Bay Area 2040 and the 2019 Amended TIP (the “build” scenarios) are shown in Table 2. Travel data (from MTC’s *Travel Model One*) was input into CARB’s EMFAC2017 emissions model, thereby generating regional vehicle activity and emissions estimates.

In addition, MTC will use the 1-hour motor vehicle emissions budget from the 2001 Ozone Attainment Plan as the 8-hour motor vehicle emissions budget to demonstrate conformity to both the 2008 and 2015 8-hour ozone standards. The ozone budgets for VOCs and NOx were compared to quantified emissions for analysis years 2020, 2030 and 2040.

EPA designated¹² the San Francisco Bay Area as “Marginal” for nonattainment of the 2008 and 2015 ozone standards with the applicable attainment year of 2021. CFR 93.118(d)(2) requires the regional emissions analysis to be performed for the attainment year for the 2015 ozone NAAQS, if it is within the timeframe of the transportation plan and conformity determination – and the CAAA requires areas to attain the national ambient air quality standards as expeditiously as practicable, but no later than specified dates. To demonstrate attainment, an area must predict that emissions during the “season” preceding the attainment date will meet the level of the standard. In general, the attainment dates for 8-hour ozone are in June. Therefore, the relevant ozone season for predicting attainment will be the ozone season in the calendar year preceding the attainment date which means the 2020 year will be the applied attainment date/year (for the 2015 ozone standard only) in this conformity analysis.

Table 2: Vehicle Activity Forecasts

	2020	2030	2040
Vehicles in use	4,349,915	5,268,777	6,115,830
Daily VMT (1000s)	156,513	170,448	184,361
Daily Engine Starts	21,679,855	26,213,115	30,299,263

Comparison of Estimated Regional On-Road Motor Vehicle Emissions to the Ozone Precursor Budgets

The vehicle activity forecasts for the Amended Plan Bay Area 2040 and the 2019 Amended TIP, Table 2, are converted to emission estimates by MTC using EMFAC2017. Tables 3 compare the results of the various analyses with the applicable budgets. The analyses indicate that the on-road motor vehicle emissions are substantially below the budget, due in large part to the effects of cleaner vehicles in the California fleet and the enhanced Smog Check program now in effect in the Bay Area and reflected in the EMFAC2017 model.

¹² See Nonattainment and Unclassifiable Area Designations for the 2015 Ozone Standards -- April 30, 2018; https://www.epa.gov/sites/production/files/2018-04/documents/placeholder_1.pdf

Table 3: Emissions Budget Comparisons for Ozone Precursors – Summertime Conditions (tons/day)

Year	VOC Budget ¹	On-Road Motor Vehicles Net VOC Emissions ³	On-Road Motor Vehicles Net VOC Emissions with CARB Adjustment Factors ³
2020	164.0	32.20	32.20
2030	164.0	21.47	21.54
2040	164.0	17.27	17.45

Year	NO _x Budget ¹	On-Road Motor Vehicles Net NO _x ³	On-Road Motor Vehicles Net NO _x Emissions with CARB Adjustment Factors ³
2020	270.3	56.58	56.58
2030	270.3	33.31	33.34
2040	270.3	33.11	33.18

¹ 2001 Ozone Attainment Plan

² The transit services for TCM A Regional Express Bus Program were modeled. The emission benefits from TCM A are therefore included in the On-Road Motor Vehicles VOC and NO_x emission inventories for 2006 and beyond.

³ TCM Reduction Benefits of (0.5) tons/day of ROG and (0.7) tons/day of NO_x applied to all On-Road Motor Vehicles emission inventories in the Table 3 above

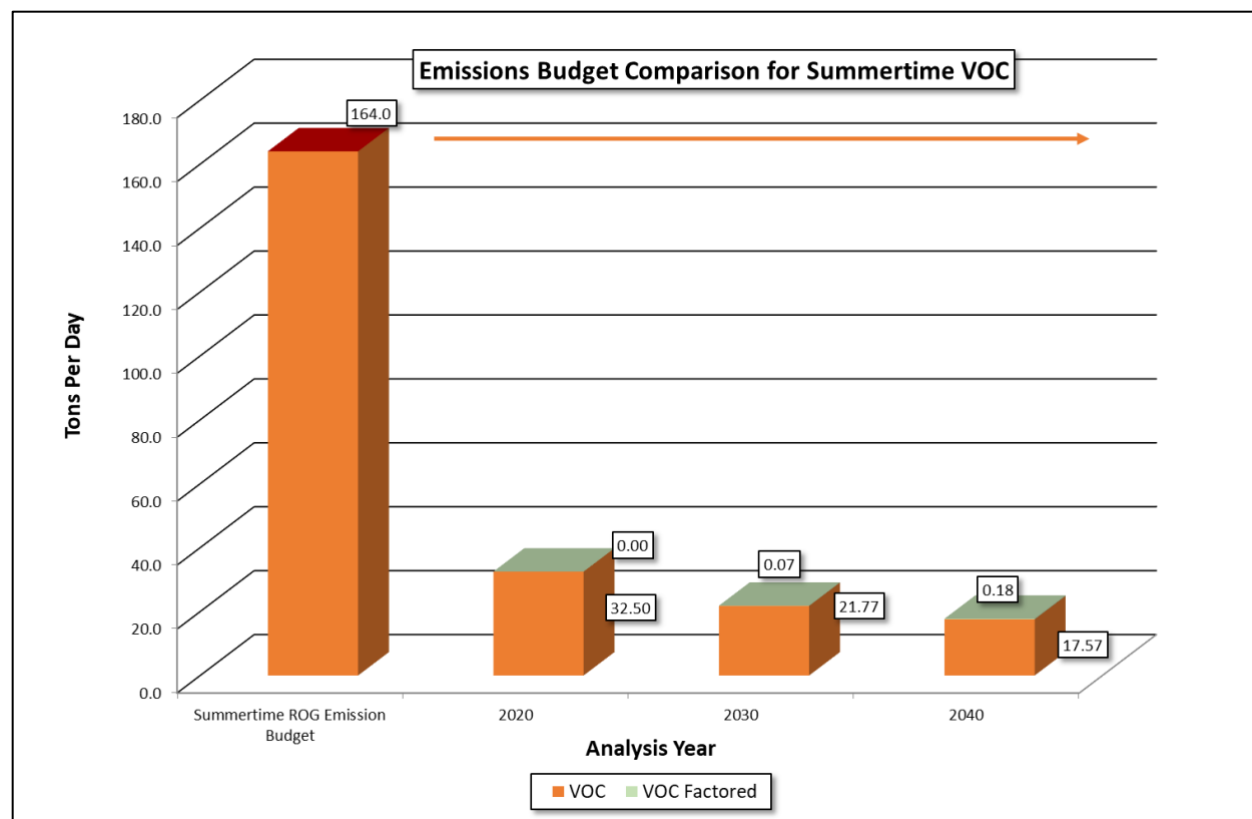


Figure 2: Emissions Budget Comparisons for Ozone Precursors (VOC)

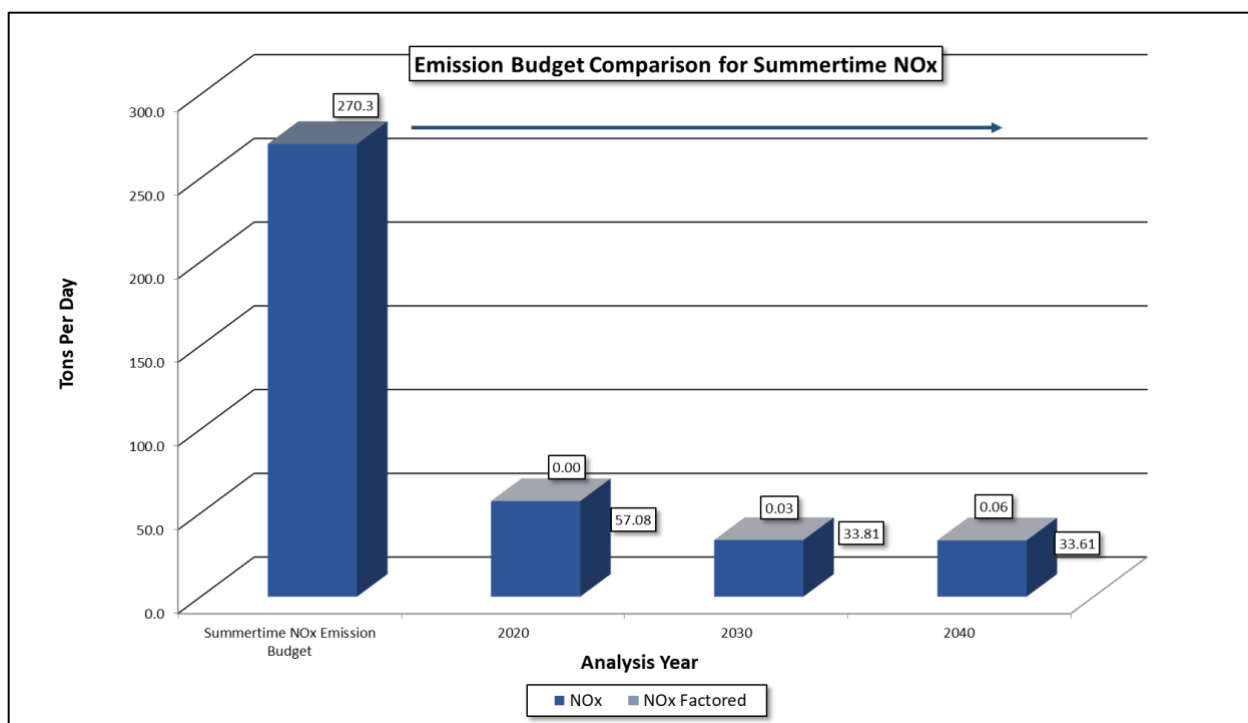


Figure 3: Emissions Budget Comparisons for Ozone Precursors (NOx)

The estimated effectiveness of the various TCMs, given their current implementation status, is shown in Table 4. TCMs A through E are fully implemented. They have achieved the required cumulative total emission reductions of 0.5 tons per day of VOC and 0.7 tons per day of NO_x by 2006.

Table 4: Emission Reductions for Transportation Control Measures A – E in State Implementation Plan (tons/day)

TCM	VOC Emission Reductions through December 2006	NO _x Emission Reductions through December 2006
TCM A: Regional Express Bus Program	0.20	0.20
TCM B: Bicycle/Pedestrian Program	0.04	0.03
TCM C: Transportation for Livable Communities	0.08	0.12
TCM D: Expansion of Freeway Service Patrol	0.10	0.25
TCM E: Transit Access to Airports	0.09	0.13
Total Reductions	0.5	0.7

Baseline Year Emissions Test for PM_{2.5}

For the baseline year test, emissions for both directly emitted PM_{2.5} and NO_x (as the precursor to PM_{2.5} emissions) were compared to the analysis years of 2020, 2030 and 2040. The analysis used inputs for the winter season, during which the Bay Area experiences its highest levels of PM_{2.5} concentrations.

The vehicle activity forecasts by analysis year for the Amended Plan Bay Area 2040 and the 2019 Amended TIP (the “build” scenarios) are shown in Table 5. Travel data (from MTC’s *Travel Model One*) was input into CARB’s EMFAC2017 emissions model, thereby generating regional vehicle activity and emissions estimates.

Table 6 presents the results of the Baseline Year test for the PM_{2.5} emissions and the NO_x precursor for the 2006 24-hour PM_{2.5} standard. Regional conformity analyses must be completed for directly emitted PM_{2.5} (40 CFR 93.102(b)(1)). Directly emitted PM_{2.5} includes exhaust, brake and tire wear emissions.

Table 5: Vehicle Activity Forecasts for the PM_{2.5} Baseline Year Test

	2008	2020	2030	2040
<i>Baseline Year</i>				
Vehicles in Use	4,631,001	4,349,915	5,268,777	6,115,830
Daily VMT (1000s)	154,100	156,513	170,448	184,361
Engine Starts	29,299,933	21,679,855	26,213,115	30,299,263

Table 6: Emissions Comparison for the PM_{2.5} Baseline Year Test

	2008	2020	2020 ²	2030	2030 ²	2040	2040 ²
<i>Baseline Year</i>							
PM _{2.5}	8.26	4.30	N/A	4.10	4.10	4.36	4.36
NO _x	194.58	51.72	N/A	27.13	27.13	26.49	26.49

¹ Emissions for wintertime only

² **CARB Adjustment Factors** applied to years 2030 and 2040 – no CARB Adjustment Factors available for the year 2020

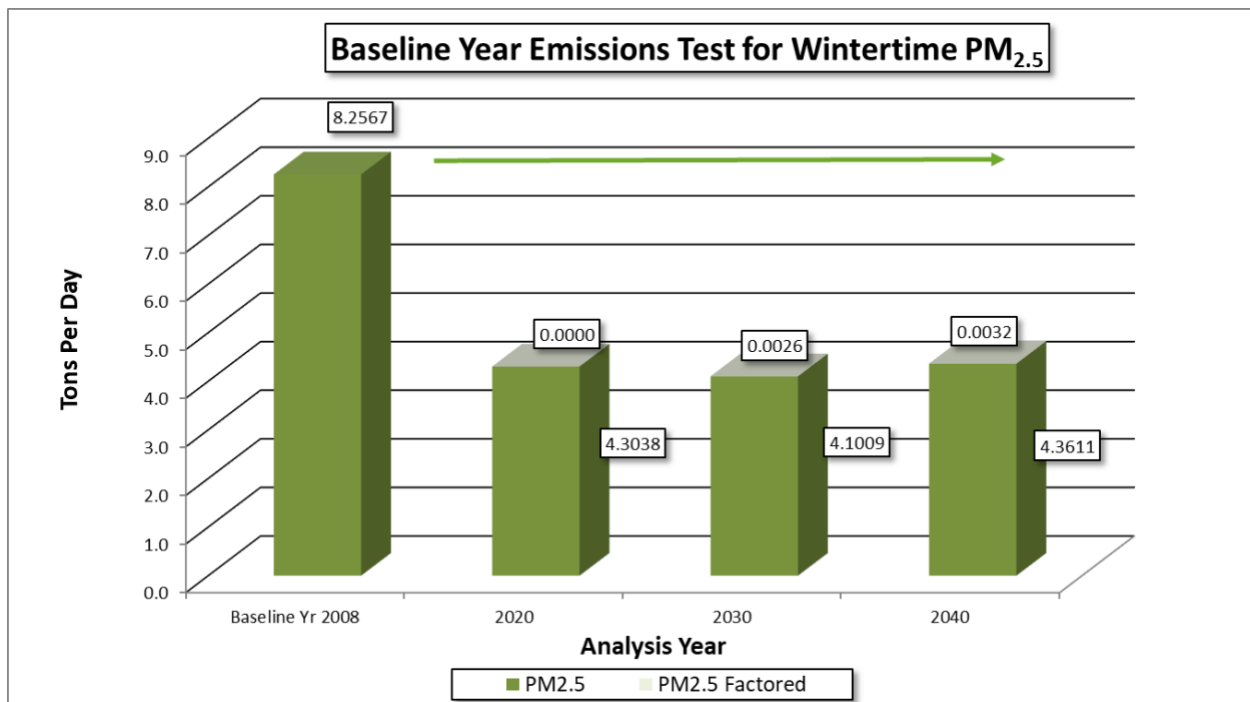


Figure 4: Baseline Year Emissions Test for PM_{2.5}

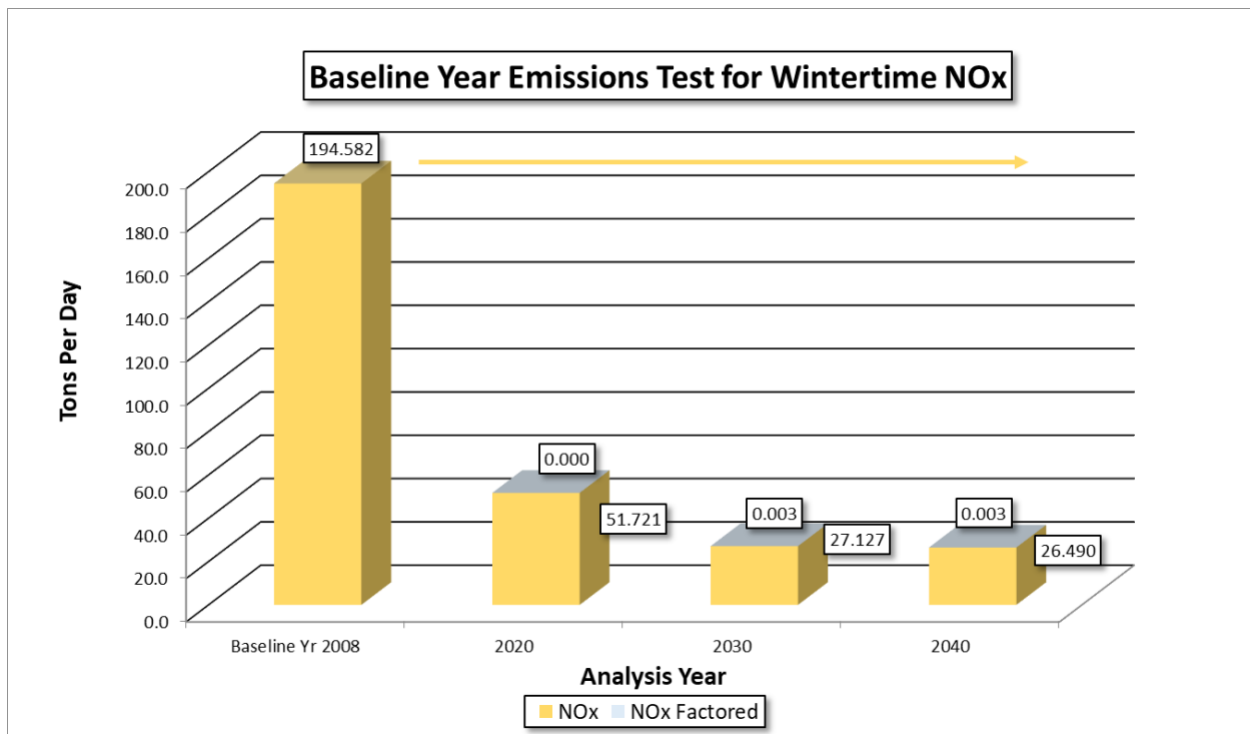


Figure 5: Baseline Year Emissions Test for Wintertime NO_x

IV. Transportation Control Measures

History of Transportation Control Measures

TCMs are strategies to reduce vehicle emissions. They include such strategies as improved transit service and transit coordination, ridesharing services and new carpool lanes, signal timing, freeway incident management, increased gas taxes and bridge tolls to encourage use of alternative modes, etc. The original set of TCMs plus the five most recent TCMs (A-E) have been fully implemented. The TCMs were added over successive revisions to the SIP (see Table 7). For more information on TCMs 1-28, which are completed, see the *Transportation-Air Quality Conformity Analysis for the 2001 Regional Transportation Plan and FY 2001 Transportation Improvement Program Amendment 01-32 (February 2002)*. This report can be found in the MTC/ABAG Library.

- Twelve (12) ozone measures were originally listed in the 1982 Bay Area Air Quality Plan.
- In response to a 1990 lawsuit in the federal District Court, sixteen (16) additional TCMs were subsequently adopted by MTC in February 1990 as contingency measures to bring the region back on the “Reasonable Further Progress” (RFP) line. The Federal District order issued on May 11, 1992, found that these contingency TCMs were sufficient to bring the region back on the RFP track anticipated in the SIP. These measures became part of the SIP when EPA approved the 1994 Ozone Maintenance Plan.
- Two (2) transportation control measures from the 1982 Bay Area Air Quality Plan apply to Carbon Monoxide control strategies, for which the region is in attainment with the federal standard, and primarily targeted downtown San Jose (which had the most significant CO problem at that time.) MTC also adopted a set of TCM enhancements in November 1991 to eliminate a shortfall in regional carbon monoxide emissions identified in the District Court’s April 19, 1991, order. Carbon monoxide standards have been achieved primarily through the use of oxygenated/reformulated fuels in cars and with improvements in the Smog Check program.
- As part of EPA’s partial approval/partial disapproval of the 1999 Ozone Attainment Plan, four (4) TCMs were deleted from the ozone plan (but two of these remain in the Carbon Monoxide Maintenance Plan).
- Five (5) new TCMs were adopted as part of the new 2001 1-Hour Ozone Attainment Plan and were fully funded in the 2001 TIP and 2001 Regional Transportation Plan.

With respect to TCM 2 from the 1982 SIP, there was a protracted debate, leading to a citizens lawsuit in federal court, about the obligations associated with this TCM. On April 6, 2004, MTC prevailed in the U.S. Court of Appeals for the Ninth Circuit which concluded that TCM 2 does not impose any additional enforceable obligation on MTC to increase ridership on public transit ridership by 15% over 1982-83 levels by November 2006 (*Bayview Hunters Point Community Advocates v. Metropolitan Transportation Com’n*, (2004 WL 728247, 4 Cal. Daily Op. Serv. 2919, 2004 Daily Journal D.A.R. 4209, 9th Cir.(Cal.), Apr 06, 2004)). Thus TCM 2 has been resolved, and there are no further implementation issues to address in this TCM.

Table 7: Transportation Control Measure in the State Implementation Plan

TCM	Description
Original TCMs from 1982 Bay Area Air Quality Plan	
TCM 1	Reaffirm Commitment to 28 percent Transit Ridership Increase Between 1978 and 1983
TCM 2	Support Post-1983 Improvements in the Operators' Five-Year Plans and, After Consultation with the Operators, Adopt Ridership Increase Target for the Period 1983 through 1987
TCM 3	Seek to Expand and Improve Public Transit Beyond Committed Levels
TCM 4	High Occupancy Vehicle (HOV) Lanes and Ramp Metering
TCM 5	Support RIDES Efforts
TCM 6 ¹	Continue Efforts to Obtain Funding to Support Long Range Transit Improvements
TCM 7	Preferential Parking
TCM 8	Shared Use Park and Ride Lots
TCM 9	Expand Commute Alternatives Program
TCM 10	Information Program for Local Governments
TCM 11 ²	Gasoline Conservation Awareness Program (GasCAP)
TCM 12 ²	Santa Clara County Commuter Transportation Program
Contingency Plan TCMs Adopted by MTC in February 1990 (MTC Resolution 2131)	
TCM 13	Increase Bridge Tolls to \$1.00 on All Bridges
TCM 14	Bay Bridge Surcharge of \$1.00
TCM 15	Increase State Gas Tax by 9 Cents
TCM 16 ¹	Implement MTC Resolution 1876, Revised — New Rail Starts
TCM 17	Continue Post-Earthquake Transit Services
TCM 18	Sacramento-Bay Area Amtrak Service
TCM 19	Upgrade Caltrain Service
TCM 20	Regional HOV System Plan
TCM 21	Regional Transit Coordination
TCM 22	Expand Regional Transit Connection Ticket Distribution
TCM 23	Employer Audits
TCM 24	Expand Signal Timing Program to New Cities
TCM 25	Maintain Existing Signal Timing Programs
TCM 26	Incident Management on Bay Area Freeways
TCM 27	Update MTC Guidance on Development of Local TSM Programs
TCM 28	Local Transportation Systems Management (TSM) Initiatives
New TCMs in 2001 Ozone Attainment Plan	
TCM A	Regional Express Bus Program
TCM B	Bicycle/Pedestrian Program
TCM C	Transportation for Livable Communities
TCM D	Expansion of Freeway Service Patrol
TCM E	Transit Access to Airports

¹ Deleted by EPA action from ozone plan

² Deleted by EPA action from ozone plan, but retained in Carbon Monoxide Maintenance Plan.

Source: Bay Area Air Quality Management District, Metropolitan Transportation Commission, 2001.

Status of Transportation Control Measures

TCMs A-E were approved into the SIP as part of EPA's Finding of Attainment for the San Francisco Bay Area (April 2004). The conformity analysis must demonstrate that TCMs are being implemented on schedule (40 CFR 93.113). TCMs A-E have specific implementation steps which are used to determine progress in advancing these TCMs (see Table 8). TCMs A-E are now fully implemented.

Table 8: Implementation Status of Federal Transportation Control Measures for Ozone (A – E)

#	TCM	Description	Ozone Attainment Plan Implementation Schedule	Implementation Status
A	Regional Express Bus Program	Program includes purchase of approximately 90 low emission buses to operate new or enhanced express bus services. Buses will meet all applicable CARB standards, and will include particulate traps or filters. MTC will approve \$40 million in funding to various transit operators for bus acquisition. Program assumes transit operators can sustain service for a five-year period. Actual emission reductions will be determined based on routes selected by MTC.	FY 2003. Complete once \$40 million in funding pursuant to Government Code Section 14556.40 is approved by the California Transportation Commission and obligated by bus operators	\$40 million for this program was allocated by the CTC in August 2001. The participating transit operators have ordered and received a total of 94 buses. All buses are currently in operations. TCM A is fully implemented.
B	Bicycle / Pedestrian Program	Fund high priority projects in countywide plans consistent with TDA funding availability. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be determined based on the projects funded.	FY 2004 – 2006. Complete once \$15 million in TDA Article 3 is allocated by MTC.	MTC allocated over \$20 million in TDA Article 3 funds during FY2004, FY2005, and FY2006. TCM B is fully implemented.
C	Transportation for Livable Communities (TLC)	Program provides planning grants, technical assistance, and capital grants to help cities and nonprofit agencies link transportation projects with community plans. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission	FY 2004 – 2006. Complete once \$27 million in TLC grant funding is approved by MTC	In December 2003, the Commission reaffirmed its commitment of \$27 million annually over 25 years for the TLC program as part of Phase 1 of the Transportation 2030 Plan. MTC and the county Congestion Management Agencies (CMAs) have approved over \$27 million in TLC grant funding by FY 2006. In November 2004, MTC approved \$500,000 for regional TLC

reductions will be based on the projects funded.

Community Design Planning Program, and in December 2004, MTC approved \$18.4 million in TLC funding for the regional TLC Capital program. As of December 2006, CMAs in Alameda, Marin and Sonoma counties approved an additional \$12.4 million in their county-level TLC Capital programs for a regional total of \$31.2 million.

TCM C is fully implemented.

FSP continues to maintain the operation of the 55 lane miles of new roving tow truck coverage. This level of service was maintained through 2006. FSP continues to expand its service areas.

TCM D is fully implemented.

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Service began June 2003. Service adjustments have been made since start of revenue service. The BART to SFO service has been maintained through 2006 and is continued.

TCM E is fully implemented.

D	Additional Freeway Service Patrol	Operation of 55 lane miles of new roving tow truck patrols beyond routes which existed in 2000. TCM commitment would be satisfied by any combination for routes adding 55 miles. Tow trucks used in service are new vehicles meeting all applicable CARB standards.	FY 2001. Complete by maintaining increase in FSP mileage through December 2006
E	Transit Access to Airports	Take credit for emission reductions from air passengers who use BART to SFO, as these reductions are not included in the Baseline.	BART – SFO service to start in FY 2003. Complete by maintaining service through December 2006

V. Response to Public Comments

The Final Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2019 TIP was released for a 30-day public review and comment period, starting March 26, 2020, and ending on April 24, 2020.

A summary of the comments and responses are provided in Attachment B, Item 5 of the May 8, 2020, joint meeting of the MTC Planning Committee with the ABAG Administrative Committee.

VI. Conformity Findings

Based on the analysis, the following conformity findings are made:

- This conformity assessment was conducted consistent with EPA's transportation conformity regulations and with the Bay Area Air Quality Conformity Protocol adopted by MTC as Resolution No. 4387.
- The Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program provide for implementation of TCMs pursuant to the following federal regulation:
 - (1) *An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are given maximum priority to approval or funding to TCMs over other projects within their control, including projects in locations outside the non-attainment or maintenance area.*
 - (2) *If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvements projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.*
 - (3) *Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan. (40 CFR Part 93.113(c)).*
- For the two ground-level ozone precursors (VOC and NO_x), motor vehicle emissions in the Amended Plan Bay Area 2040 and the Amended 2019 Amended Transportation Improvement Program are lower than the applicable motor vehicle emission budgets for the 2008 and 2015 national 8- hour ozone standards.
- For PM_{2.5} and NO_x, the Baseline Year test shows that the motor vehicle emissions are lower under the Build scenario for the various analysis years when compared to the baseline year emissions scenario.

Appendix A-1
List of Projects in the Final 2019 TIP

List of 2019 TIP Projects by County

Attachment A-1

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Air Quality Description	Conformity Analysis Year
Alameda	ALA050014	17-01-0032	ACTC	SR 84 Expressway Widening	In Livermore: Widen Route 84 from Jack London Blvd. to Pigeon Pass.	NON-EXEMPT	2020
Alameda	ALA050019	17-01-0031	ACTC	I-880 North Safety Improvements	Oakland: I-880 between 23rd Ave to 29th Ave: Reconfigure Interchange, including new ramps.	NON-EXEMPT	2020
Alameda	ALA070009	17-01-0030	ACTC	Oakland/Alameda Access Project	Oakland and Alameda: Between Oak Street and Union Street: Reconfigure interchange and intersections to improve connections between I-880, the Posey and Webster tubes and the downtown Oakland	NON-EXEMPT	2030
Alameda	ALA090016	17-01-0036	Hayward	Rt 92/Clawiter/Whitesell Interchange Improvements	Hayward: Rt 92/Clawiter Rd: Upgrade existing Clawiter interchange. Add ramps and overcrossing for Whitesell St. extension. Signalize ramp intersections.	NON-EXEMPT	2030
Alameda	ALA090020	17-01-0007	Hayward	I-880 Auxiliary lanes at Industrial Parkway	Hayward: I-880 NB between Industrial Pkwy and Alameda Creek; I-808 SB between Industrial Pkwy and Whipple Rd: Construct auxiliary lanes	NON-EXEMPT	2040
Alameda	ALA110002	17-01-0023	Hayward	I-880/Industrial Parkway West Interchange	In Hayward: At I-880/Industrial Parkway West: Reconstruct interchange, add on/off-ramp lanes, widen ramp lanes, provide HOV bypass lanes and routine accommodation for bicyclists and pedestrians.	NON-EXEMPT	2030
Alameda	ALA110003	17-10-0064	BART	Hayward Shop and Yard Expansion	BART: Hayward Shop and Yard: Expansion facility to accommodate additional rail vehicles for storage, maintenance and repair.	NON-EXEMPT	2040
Alameda	ALA110046	17-01-0016	Oakland	Oakland Army Base Infrastructure Improvements	In Oakland: At former Oakland Army Base: Implementing Army Base Infrastructure Master Plan including TCIF funded OHIT improvements implemented by City of Oakland. For the related Port project, see	NON-EXEMPT	2040
Alameda	ALA110104	17-01-0001	MTC	Bay Bridge Park	Oakland: At the Oakland Touchdown of the new East Span of the Bay Bridge: Bay Bridge Park (Project previously titled "SFOBB Gateway Park")	NON-EXEMPT	2040
Alameda	ALA130005	17-01-0053	Dublin	Dougherty Road widening	Dublin: Dougherty Road from Sierra Lane to North City Limit: Widen from 4 lanes to 6 lanes	NON-EXEMPT	2020
Alameda	ALA130006	17-01-0057	Dublin	Dublin Boulevard widening	In Dublin: Dublin Blvd between Sierra Court and Dublin Court: Widen from 4 lanes to 6 lanes and install Class II bike lanes	NON-EXEMPT	2020
Alameda	ALA130014	17-01-0001	Oakland	7th Street West Oakland Transit Village, Phase II	In Oakland: On 7th Street between Wood Street and Peralta Street: Construct road diet, bicycle lanes, sidewalk enhancement, pedestrian amenities, traffic signal mods, street and pedestrian lights, storm	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA130025	17-01-0004	Fremont	Fremont City Center Multi-Modal Improvements	Fremont: Capitol Ave from State St to Fremont Blvd: Construct roadway extension; Various locations around Fremont City Center and Fremont BART Station: Implement multi-modal improvements to	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA130026	17-01-0004	Berkeley	Shattuck Complete Streets and De-couplet	Berkeley: Shattuck Ave, Shattuck Square and Berkeley Square from Allston Way to University Ave intersection: Reconfigure travel lanes and parking, repair pavement and make other improvements	NON-EXEMPT - Not Regionally Significant Project	2040

*Projects with conformity analysis year 2040 reference programatic projects or projects with a completion date after 2030 in Plan Bay Area 2040

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County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Air Quality Description	Conformity Analysis Year
Alameda	ALA130032	17-10-0005	BART	BART Metro Priority Track Elements	BART: In Lafayette, Dublin and Millbrae: Provide three critical track extensions in order to provide the BART system with additional operational flexibility and additional capacity, all within existing right-of-	NON-EXEMPT	2030
Alameda	ALA130034	17-10-0058	ACTC	I-680 NB HOV/HOT Lane	Route I-680: from South of Auto Mall Parkway to State Route 84 in Alameda County: Construct NB HOV/HOT Lane.	NON-EXEMPT	2020
Alameda	ALA150001	17-01-0029	ACTC	Rte 84 Widening, south of Ruby Hill Dr to I-680	In Alameda County, on State Route 84 from south of Ruby Hill Drive to I-680, upgrade from 2-lane conventional highway to 4-lane expressway, make operational improvements to SR84/I-680 I/C and	NON-EXEMPT	2030
Alameda	ALA150003	17-01-0048	Dublin	Dublin Blvd. - North Canyons Pkwy Extension	Alameda County, Dublin and Livermore: Dublin Blvd-North Canyons Parkway from Fallon Rd to Croak Rd: Construct six lane extension; Dublin Blvd-North Canyons Parkway from Croak Rd to Doolan Rd:	NON-EXEMPT	2030
Alameda	ALA150004	17-01-0060	AC Transit	AC Transit: East Bay Bus Rapid Transit	Alameda County: Along Broadway/ International/E 14th corridor from Oakland to San Leandro: Implement BRT including 34 stations, transit signal priority, level-boarding, shelters, off-board ticketing,	NON-EXEMPT	2020
Alameda	ALA150008	17-01-0001	ACTC	East Bay Greenway	Alameda County: Generally along the BART alignment from Lake Merritt BART station to South Hayward BART station: Install a trail facility consisting of Class I & Class IV bikeway facilities. Includes 2 road	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA150042	17-01-0001	Oakland	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	HSIP7-04-014: In Oakland: Telegraph Ave from 29th to 45th St: Install crosswalk enhancements, painted bulb-outs, and painted median refuges; from 29th to 41st St: Implement road diet with buffered	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA150043	17-01-0004	Oakland	Oakland: Shattuck and Claremont Bike/Ped Imps	HSIP7-04-016 Oakland: On Claremont from Telegraph to Clifton: Implement road diet with bike lanes; Shattuck at 49th, 51st, 59th St, Alacraz: Construct crosswalk enhancements, RRBs, bulb-out,	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA150047	17-01-0004	Oakland	Oakland: Telegraph Avenue Complete Streets	Oakland: on Telegraph Avenue between 20th St and 41st St: Implement complete street project inc. road diet, buffered bike lanes, ped crossing improvements, bulbouts, bus boarding islands, traffic signal	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA170001	17-01-0020	Fremont	State Route 262 (Mission Blvd) Improvements	In Fremont: Mission Blvd/I-680 IC: widen Mission Blvd to 3 lanes each direction through IC, rebuild the NB and SB I-680 on and off ramps	NON-EXEMPT	2030
Alameda	ALA170004	17-01-0041	Hayward	I-880/West Winton Avenue Interchange	Hayward: At I-880/West Winton Avenue I/C: Reconstruct I/C including reconfiguration of eastbound to southbound on ramp and new connection to Southland Mall Drive	NON-EXEMPT	2030
Alameda	ALA170005	17-01-0021	ACTC	I-880/Whipple Rd Industrial Pkwy SW I/C Imps	In Union City/Hayward: at I-880/Whipple Rd Interchange: Implement full interchange improvements including northbound off-ramp, surface street improvements and realignment, and bike/ped	NON-EXEMPT	2030

List of 2019 TIP Projects by County

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County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Air Quality Description	Conformity Analysis Year
Alameda	ALA170006	17-10-0052	BAIFA	ALA-880 Express Lanes	In Alameda/Santa Clara Counties: On I-880 from Hegenberger to Dixon Landing (Southbound) and Dixon Landing to Lewelling (Northbound): Convert HOV lanes to express lanes. Project also references	NON-EXEMPT	2020
Alameda	ALA170008	17-01-0028	ACTC	I-580/680 Interchange HOV/HOT Widening	Alameda County: On I-580 between Hacienda Dr. and San Ramon/Foothill Road and on I-680 between Stoneridge Dr. and Amado: Widen to add one HOV/HOT lane for WB 580 to SB 680 and NB 680 to EB	NON-EXEMPT	2030
Alameda	ALA170009	17-10-0056	ACTC	I-680 Express Lane Gap Closure: SR-84 to Alcosta	Alameda County: SB I-680 from SR-84 to Alcosta Blvd: express lane improvements (Phase 1); NB I-680 from SR-84 to Alcosta Blvd: Widen for express lanes (Phase 2). Project also references the amendment to Plan Bay Area 2040.	NON-EXEMPT	2030
Alameda	ALA170010	17-10-0057	ACTC	I-880 NB HOV/HOT: North of Hacienda to Hegenberger	Alameda County: I-880 in the northbound direction from north of Hacienda Ave to Hegenberger Road: Widen to provide one HOV/express lane	NON-EXEMPT	2030
Alameda	ALA170011	17-10-0033	MTC	Bay Bridge Forward - West Grand HOV/Bus Only Lane	In Oakland: Grand Avenue on-ramp: Convert shoulder to Bus/HOV only lane	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA170042	17-01-0008	ACE	ACE Platform Extensions	ACE System: At Fremont, Pleasanton, Livermore, Vasco, Tracy, and Manteca stations: Extend existing ACE platforms to accommodate longer train sets	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA170044	17-10-0005	BART	Bay Fair Connection	BART: At and near Bay Fair Station: Modify station and approaches to add one or more additional tracks and one or more passenger platforms for improved train service and operational flexibility	NON-EXEMPT	2030
Alameda	ALA170045	17-01-0038	Dublin	I-580 Interchange Imps at Hacienda/Fallon Rd, Ph 2	Dublin: I580/Fallon Rd IC: Ph 2 - Reconstruct overcrossing to widen to 4 lanes in each direction, reconstruct and widen ramps, add bike/ped imp; I580 Hacienda Dr IC: Reconstruct overcrossing to add NB	NON-EXEMPT	2030
Alameda	ALA170046	17-01-0024	Hayward	I-880/A Street Interchange Reconstruction	Hayward: I-880/A St. I/C: Reconstruct interchange to widen A St from 5 to 6 lanes, add bike lanes, and provide additional lane capacity for potential future freeway widening, modify signals and	NON-EXEMPT	2030
Alameda	ALA170049	17-01-0004	Alameda	Central Avenue Safety Improvements	Alameda: On Central Ave from Main St to Sherman St: construct multimodal street improvements including reduction from 4 to 3 lanes, center turn lane, bike lanes, 2-way separated bikeway, 2 traffic	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA170052	17-01-0004	Oakland	Oakland Fruitvale Ave Bike/Ped Imprvmnts H8-04-014	Oakland: Fruitvale Ave from E 10th St to E 23th St: H8-04-014 Install crosswalk enhancements, RRFBs, signal upgrades and modifications, signing, striping, markings. Implement road diet, parking lane	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA170086	17-01-0018	ACTC	7th Street Grade Separation West	Oakland: Within the Port: Implement road and rail improvements, realign and grade separate 7th St and Maritime intersection, reconstruct and widen multi-use path; Between Joint Intermodal Terminal and	NON-EXEMPT	2040

*Projects with conformity analysis year 2040 reference programatic projects or projects with a completion date after 2030 in Plan Bay Area 2040

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County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Air Quality Description	Conformity Analysis Year
Alameda	ALA190018	17-10-0033	MTC	Freeway Performance Program: Alameda I-580	Alameda County: On I-580 westbound approach to the San Francisco-Oakland Bay Bridge toll plaza from the SR 24/I-980 interchange to I-80: Conduct planning and environmental work to convert one	NON-EXEMPT	2040
Alameda	ALA978004	17-01-0047	ACTC	East-West Connector in Fremont & Union City	In Fremont & Union City: From I-880 to Route 238 (Mission Blvd): Construct new 4-lane roadway and widen existing roadways. Project is phased.	NON-EXEMPT	2030
Alameda	ALA991081	17-01-0043	Oakland	42nd Ave. & High St. I-880 Access Improv.	Oakland: In the vicinity of the I-880/42nd & High interchange: Widening and re-alignment of local streets Including modified traffic signals and intersection improvements.	NON-EXEMPT	2020
Contra Costa	CC-010023	17-02-0019	CCTA	I-680/SR 4 I/C Reconstruction - Phases 1 & 2	Contra Costa Acounty: I-680/SR4 I/C: Reconstruct I/C, provide 2 lane direct connector from NB 680 to WB SR4 w/slip ramps at Pacheco Blvd, and 2 lane direct WB SR4 to SB I-680. Phases 1 and 2. Env Doc	NON-EXEMPT	2030
Contra Costa	CC-030002	17-02-0039	Hercules	Hercules Intercity Rail Station	In Hercules: At future train station: Install multi-use trails, utility relocation, track improvements, construct rail station, and parking facility.	NON-EXEMPT	2030
Contra Costa	CC-030004	17-02-0009	Martinez	Martinez Intermodal Station Parking Expansion	Martinez: At the Martinez Intermodal Station: Expand parking from 175 spaces to 600 spaces. Project includes adding a pedestrian and a vehicular bridge to access the parking lot.	NON-EXEMPT - Not Regionally Significant Project	2040
Contra Costa	CC-050025	17-02-0047	BART	BART to Antioch - East Contra Costa Rail Extension	Pittsburg/Antioch: East Contra Costa County: Extend Rail Service from the Pittsburg/Bay Point Station into eastern Contra Costa County	NON-EXEMPT	2020
Contra Costa	CC-050028	17-02-0022	CCTA	I-680 SB HOV Lane Completion	Contra Costa County: I-680 from North Main Street to Livorna in the southbound direction: Construct a HOV lane	NON-EXEMPT	2020
Contra Costa	CC-050030	17-02-0004	CC County	Vasco Road Safety Improvements	Contra Costa County: Vasco Road from Walnut Blvd to the Alameda/Contra Costa County line: widen road and place concrete median barrier for 2.5 miles. Phase 1 completed a 1 mile widening segment.	NON-EXEMPT	2040
Contra Costa	CC-050076	17-02-0026	Richmond	I-80/Central Avenue - Local Portion	Richmond: I-80/Central Ave Interchange: Connect Pierce St to San Mateo and relocate signal at Pierce/Central to San Mateo/Central intersection.	NON-EXEMPT - Not Regionally Significant Project	2030
Contra Costa	CC-070008	17-02-0007	Antioch	Laurel Road Extension	Antioch: On Laurel Road between Kirk Lane and SR4 Bypass: Construct new 4 lane divided extension with bike lanes, sidewalks, and bus stops.	NON-EXEMPT	2040
Contra Costa	CC-070009	17-02-0007	Antioch	Slatten Ranch Road Extension Phase I	Antioch: Slatten Ranch Road between Hillcrest Avenue to Wicklow Road: Phase I - Construct new 4 lane road.	NON-EXEMPT	2040
Contra Costa	CC-070011	17-02-0030	Brentwood	Brentwood Boulevard Widening - North (Phase I)	Brentwood: Brentwood Boulevard from Havenwood Avenue to Homecoming Way: Phase I-Widen from 2 to 4 lanes including a new parallel bridge over Marsh Creek, traffic signal modifications, and utilities	NON-EXEMPT	2030
Contra Costa	CC-070024	17-02-0016	Concord	SR 242 / Clayton Road Interchange Improvements	Concord: At the SR242/Clayton Rd Interchange: Construct NB on-ramp and SB off-ramp	NON-EXEMPT	2030

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County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Air Quality Description	Conformity Analysis Year
Contra Costa	CC-070035	17-02-0021	CCTA	Reconstruct I-80/San Pablo Dam Rd Interchange	San Pablo: I-80/San Pablo Dam Rd I/C: Reconstruct I/C-relocating WB El Portal on-ramp to the full I/C northwards, providing access to McBryde through a new road from SPDR I/C, and replacing Riverside	NON-EXEMPT	2030
Contra Costa	CC-070046	17-02-0005	El Cerrito	El Cerrito del Norte Area TOD Complete Street Imps	El Cerrito: El Cerrito del Norte BART Station Area: Complete Streets improvements to access, circulation and safety for bicyclists, pedestrians, local and regional bus, rapid bus, and automobile connections	NON-EXEMPT - Not Regionally Significant Project	2040
Contra Costa	CC-070062	17-02-0042	WETA	Richmond Ferry Service	WETA: Between Richmond and San Francisco: Implement new ferry transit service	NON-EXEMPT	2020
Contra Costa	CC-070075	17-02-0014	CC County	Kirker Pass Road NB Truck Climbing Lanes	Unincorporated Contra Costa County: On Kirker Pass Road from Clearbrook Drive to approximately 1,000 feet beyond the crest of Kirker Pass Road; Construct northbound truck climbing lane and paved	NON-EXEMPT	2020
Contra Costa	CC-070078	17-02-0007	Brentwood	John Muir Parkway Extension: Ph. II	Brentwood: John Muir Parkway northerly from Briones Valley Rd to a logical termini on Concord Avenue: Extend roadway(1 lane + 1 bike lane per direction).	NON-EXEMPT	2040
Contra Costa	CC-070081	17-02-0015	CC County	Byron Highway - Vasco Road Connection	Contra Costa County: between Byron Highway and Vasco Road: Construct an east-west connection road	NON-EXEMPT	2040
Contra Costa	CC-090019	17-02-0007	San Ramon	Bollinger Canyon Road Widening (Alcosta to SRVB)	San Ramon: Bollinger Canyon Road between Alcosta Blvd and San Ramon Valley Blvd: Widen from six to eight lanes. Project is phased.	NON-EXEMPT	2040
Contra Costa	CC-090026	17-02-0032	Concord	Ygnacio Valley Road Widening	Concord: Ygnacio Valley Road from Michigan Boulevard to Cowell Road: widen from 4 lanes to 6 lanes	NON-EXEMPT	2030
Contra Costa	CC-130002	17-02-0047	BART	eBART Railroad Avenue Station	Pittsburg: on eBART corridor at Railroad Ave: Design and construction of station	NON-EXEMPT	2020
Contra Costa	CC-130006	17-02-0003	Concord	Concord BART Station Bike/Ped Access Improvements	Concord: Near the Downtown Concord BART Station: Implement bike/ped access improvements including road diets, buffered bike lanes (0.7 mi), Class 2 bike lanes (0.6 mi), and Class 3 bike routes (0.1	NON-EXEMPT - Not Regionally Significant Project	2040
Contra Costa	CC-130039	17-02-0005	Pittsburg	Pittsburg Multimodal Transit Station Access Imps.	In Pittsburg: At the Northeast corner of Railroad Ave and California Ave: Construct a Kiss-n-Ride lot, add a right-turn lane on California Ave and improve multi-modal access to eBART station.	NON-EXEMPT - Not Regionally Significant Project	2040
Contra Costa	CC-130046	17-02-0019	CCTA	I-680 / SR 4 Interchange Reconstruction - Phase 3	In Pacheco: At the I 680/Route 4 interchange: Widen SR4 in the median to provide a third lane in each direction from Morello Avenue to Port Chicago (SR242). Work includes widening of bridges within	NON-EXEMPT	2030
Contra Costa	CC-150009	17-10-0015	CCTA	CCTA - Carshare 4 All	Contra Costa County: Various locations: Expand carshare access at transit locations and conduct outreach	NON-EXEMPT - Not Regionally Significant Project	2040
Contra Costa	CC-150013	17-02-0010	CCTA	SR 4 Integrated Corridor Management	Contra Costa County: Along SR 4 between I-80 in Hercules to the SR 4/SR 160 Interchange in the City of Antioch: Implement Integrated Corridor Management along corridor.	NON-EXEMPT	2030

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Contra Costa	CC-170001	17-02-0052	Danville	San Ramon Valley Blvd Lane Addition and Overlay	In Danville: On San Ramon Blvd between Jewel Terrace and Podva Rd: Lane addition and rehabilitate roadway.	NON-EXEMPT	2020
Contra Costa	CC-170002	17-10-0048	BAIFA	CC-680 Northern Segment Express Lane - Southbound	Contra Costa County: On I-680 Southbound from Benicia-Martinez Toll Plaza to El Cerro: Convert HOV to express lanes and add/modify express lane elements. Project also references RTP ID 17-10-0054	NON-EXEMPT	2030
Contra Costa	CC-170015	17-02-0030	Brentwood	Brentwood Boulevard Widening - North (Phase II)	Brentwood: Brentwood Blvd. between Homecoming Way and Lone Tree Way: Widen existing roadway from 2 to 4 lanes	NON-EXEMPT	2030
Contra Costa	CC-170016	17-02-0033	CC County	Camino Tassajara Realignment, S of Windemere Pkwy	Contra Costa County: Camino Tassajara between Windemere Parkway and the City of Dublin: Realign curves and widen road to four lanes	NON-EXEMPT	2030
Contra Costa	CC-170017	17-02-0012	CCTA	I-680 NB Exp Lane Conversion/HOV Ext & Op Imp	Contra Costa County: NB I680 from Livorna Rd to SR242: Extend HOV lane; NB I680 from Livorna to Benicia-Martinez Bridge: Convert HOV to EL; NB I680 from N Main St to Treat Blvd and from Livorna Rd to	NON-EXEMPT	2030
Contra Costa	CC-170018	17-02-0020	CCTA	SR-4 Operational Improvements - Initial Phases	Contra Costa County: On SR-4 between I-680 and Bailey Road: Implement operational improvements including adding general purpose and auxiliary lanes at various locations	NON-EXEMPT	2030
Contra Costa	CC-170019	17-02-0046	Oakley	Civic Center Railroad Platform Park & Ride Complex	Oakley: Main Street between 2nd Street and O'Hara Avenue: Build 2 parking lots for multi-modal park, ride, and transit activities. Lots will serve train riders for a future train platform which includes	NON-EXEMPT	2030
Contra Costa	CC-170061	17-02-0051	CCTA	I-680 Bus On Shoulder	In Contra Costa County: On I-680 between Ygnacio Valley Rd and Alcosta Blvd: Increase bus service efficiency by implementing bus operations on shoulder (BOS)	NON-EXEMPT	2030
Contra Costa	CC-190001	17-02-0007	San Ramon	Crow Canyon Road (Alcosta to Indian Rice) Widening	San Ramon: Crow Canyon Rd from Alcosta Blvd to Indian Rice Rd: Widen to three lanes in each direction	NON-EXEMPT	2040
Contra Costa	CC-190002	17-02-0046	SJRC	Oakley Station Platform	Oakley: North of Main Street between 2nd St and O'Hara Ave: Construct a new train station platform for the Amtrak San Joaquins inter-city rail service.	NON-EXEMPT	2030
Marin	MRN050034	17-03-0006	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	Marin and Sonoma Counties: From SR 37 in Novato to Old Redwood Highway in Petaluma; Convert expressway to freeway and widen to 6 lanes for HOV lanes.	NON-EXEMPT	2030
Marin	MRN070006	17-03-0011	Novato	Novato Boulevard Widening, Diablo to Grant	Novato: Novato Blvd between Diablo and Grant Ave.: Improvements to roadway including including widening existing two/three lanes to four lanes and adding turn lanes, bike lanes, curbs, and sidewalks.	NON-EXEMPT	2030
Marin	MRN110032	17-10-0024	San Anselmo	San Anselmo - Center Blvd Bridge Replace (27C0079)	San Anselmo: Center Blvd Bridge over San Anselmo Creek, at Sycamore Ave: Replace existing 2 lane bridge with 3 lane bridge	NON-EXEMPT - Not Regionally Significant Project	2040

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Marin	MRN110035	17-10-0024	Marin County	Mountain View Rd Bridge Replacement - 27C0154	Marin County: On Mountain View Rd. over San Geronimo Creek (Bridge No. 27C0154) near the intersection with Sir Francis Drake Blvd: Replace existing one-lane bridge with a new two-lane bridge. Toll	NON-EXEMPT - Not Regionally Significant Project	2040
Marin	MRN130001	17-03-0014	GGBHTD	Larkspur Ferry Terminal Parking Garage	In Larkspur: At the Larkspur Ferry Terminal (LFT): Planning studies for a new three story parking structure	NON-EXEMPT - Not Regionally Significant Project	2040
Marin	MRN150009	17-10-0036	MTC	Richmond-San Rafael Bridge Access Improvements	In Contra Costa and Marin Counties: On I-580/Richmond-San Rafael Bridge: Convert existing shoulders to an automobile travel lane (EB) and a bike/ped path, construct bike/ped path in Contra Costa	NON-EXEMPT	2020
Marin	MRN190001	17-10-0010	GGBHTD	Golden Gate Ferry: New Vessel	GGBHTD: 1 vehicle: Purchase a new, 500-passenger, high-speed ferry vessel to continue to provide expanded commute service from Larkspur and Tiburon to San Francisco.	NON-EXEMPT	2030
Marin	MRN190003	17-03-0005	Novato	Novato Downtown SMART Station Phase 2	Novato: At Grant Ave and Railroad Ave: Install track switching electronics and platform amenities to allow for the station to operate and serve SMART passengers	NON-EXEMPT - Not Regionally Significant Project	2040
Napa	NAP050009	17-04-0006	NVTA	Park & Ride Lots in Napa County	Napa County: American Canyon, and Calistoga/St. Helena/Yountville: Construct Park and Ride Lots. Various existing Park and Ride Lots: Construct improvements	NON-EXEMPT	2040
Napa	NAP090003	17-04-0009	NVTA	SR 12/29/221 Soscol Junction Interchange Imps.	In Napa County: At SR-221/SR-29 Soscol Ferry Road: Construct improvements	NON-EXEMPT	2040
Napa	NAP110029	17-04-0004	American Canyon	Eucalyptus Drive Realignment Complete Streets	American Canyon: Eucalyptus Dr. from Theresa Rd to Hwy 29: Extend roadway and reconfigure intersection of Eucalyptus Dr and Hwy 29 and Eucalyptus Drive and Theresa Road. Create complete street	NON-EXEMPT - Not Regionally Significant Project	2040
Napa	NAP130006	17-04-0004	American Canyon	Devlin Road and Vine Trail Extension	American Canyon: Devlin Road from the southern terminus 2,500 feet south to Green Island Road: Construct roadway extension and Class I multipurpose path	NON-EXEMPT - Not Regionally Significant Project	2040
Napa	NAP170003	17-04-0006	NVTA	NVTA- Vine Transit Bus Maintenance Facility	Napa County: At an 8 acre site in south Napa County: Construct a new transit maintenance facility for Vine Transit operations	NON-EXEMPT - Not Regionally Significant Project	2040
Regional / Multi-County	MTC050027	17-10-0042	WETA	Ferry Service - Berkeley	WETA: Berkeley: Provide ferry service from Berkeley to San Francisco.	NON-EXEMPT	2030
Regional / Multi-County	MTC050029	17-05-0018	WETA	SF Ferry Terminal/Berthing Facilities	San Francisco: At the Ferry Terminal: Construct additional ferry docking/berthing facilities in the South Basin to improve ferry access and support WETA berthing/maintenance operational needs. Project is	NON-EXEMPT	2040
Regional / Multi-County	REG090003	17-10-0033	MTC	Freeway Performance Initiative (FPI)	SF Bay Area: Regionwide: Design, implement and maintain ramp metering, Traffic Operation Systems (TOS), and other Freeway Performance Initiative (FPI) projects on major congested freeways throughout	NON-EXEMPT	2040

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Regional / Multi-County	REG090037	17-10-0026	BART	BART: Railcar Procurement Program	BART: Procure 790 Railcars (includes the replacement of 669 Railcars)	NON-EXEMPT	2040
Regional / Multi-County	REG130004	17-10-0054	BAIFA	Regional Express Lane Network	SF Bay Area: Regionwide: Program-level project costs to support the Regional Express Lane Network deployment including program (planning, coordination, & management), centralized toll system,	NON-EXEMPT	2040
Regional / Multi-County	REG150001	17-01-0026	Caltrans	Oakland to San Jose Double Track (Segment 2A)	Between Oakland and San Jose: On UPRR Niles subdivision from MP 6 to MP 35, and the Coast subdivision MP 13 to MP 35, and on the Caltrain Right of Way MP 44 to MP 48: Construct a second mainline	NON-EXEMPT	2040
Regional / Multi-County	REG170004	17-10-0033	MTC	Bay Bridge Forward - Commuter Parking Initiative	Albany and Oakland: At I-80/Buchanan Ave, I-880/High St, I-880/Fruitvale: Establish commuter parking in East Bay including parking management technologies, to encourage carpool and express bus	NON-EXEMPT - Not Regionally Significant Project	2040
Regional / Multi-County	REG170005	17-10-0033	MTC	Bay Bridge Forward - Flexible On-Demand Transit	SF Bay Area: Region-Wide: Provide on-demand transit services between East Bay and San Francisco, including related supportive transportation demand management strategies.	NON-EXEMPT - Not Regionally Significant Project	2040
Regional / Multi-County	REG170012	17-10-0033	MTC	Shared Use Mobility	SF Bay Area: Regionwide: Implement innovative projects & initiatives that promote shared forms of technology-based transportation options, may include pilot microtransit programs of no more than five	NON-EXEMPT	2040
Regional / Multi-County	REG170015	17-10-0033	MTC	Innovative Deployments to Enhance Arterials Ct 1&2	SF Bay Area: Region-wide: Deploy advanced technologies along arterial to enhance mobility and safety across all modes, including Connected/Automated vehicles, demonstration/pilot queue jump lanes no	NON-EXEMPT - Not Regionally Significant Project	2040
Regional / Multi-County	REG170017	17-10-0006	BART	BART Transbay Core Capacity Improvements	BART: Systemwide: Implement communication-based train control (CBTC) system, expand rail car fleet by 306 vehicles, add traction power substations (5); At Hayward Maintenance Complex; Expand	NON-EXEMPT	2040
Regional / Multi-County	SON090002	17-09-0018	SMART	Sonoma Marin Area Rail Corridor	Between Sonoma and Marin Counties: On NWP rail line: Implement passenger rail service and non-motorized pathway. Project also references RTP ID 17-03-0015	NON-EXEMPT	2020
Regional / Multi-County	VAR170003	17-10-0053	BAIFA	ALA/CC-80 and Bay Bridge Approach Express Lanes	In Alameda/Contra Costa counties: On I-80 from the Carquinez Bridge to Powell and the Bay Bridge Approaches: Convert HOV lanes to express lanes. Project also references RTP ID 17-10-0045.	NON-EXEMPT	2030
Regional / Multi-County	VAR170013	17-10-0033	MTC	Bay Bridge Forward - Casual Carpool	San Francisco and the East Bay: Along I-80 corridor: Establish and improve casual carpool pick-up locations at key locations in San Francisco and along I-80 and in East Bay.	NON-EXEMPT - Not Regionally Significant Project	2040
Regional / Multi-County	VAR170021	17-10-0033	MTC	Freeway Performance Program: I-880 Corridor	Alameda & Santa Clara Counties: I-880 from I-280 to I-80: Deliver operational strategies including adaptive ramp metering, advanced tech, arterial/transit priority signal upgrades & higher vehicle	NON-EXEMPT	2040

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Regional / Multi-County	VAR170023	17-10-0033	MTC	Freeway Performance Program: SR-84	Alameda & San Mateo Counties; SR-84 from I-880 to US-101; Deliver operational strategies including adaptive ramp metering, advanced technologies, arterial/transit priority signal upgrades, & higher	NON-EXEMPT	2040
San Francisco	SF-010015	17-10-0039	TBJPA	Transbay Term/Caltrain Downtown Ext - Ph.1	San Francisco: Transbay Transit Center; Replacement and expansion of the terminal at the present site.	NON-EXEMPT	2020
San Francisco	SF-010037	17-05-0041	SFMTA	SF Muni Third St LRT Phase 2 - New Central Subway	San Francisco: North-south alignment under 4th St. to Market, then under Geary to Stockton & under Stockton to Clay St; Extend the Light Rail line project includes procurement of four LRVs.	NON-EXEMPT	2020
San Francisco	SF-010038	17-05-0008	SF DPW	Bayview Transportation Improvements	In San Francisco: From US 101 to the Hunters Point Shipyard along: 25th, I280-Illinois; Cesar Chavez, US101-Illinois; Illinois, 25th-Cargo; Cargo, Illinois-Jennings; Jennings, Cargo-Evans; Evans, Cesar	NON-EXEMPT	2040
San Francisco	SF-050002	17-10-0038	TBJPA	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	San Francisco: From Fourth/Townsend to new Transit Center: Extend Caltrain commuter rail service	NON-EXEMPT	2030
San Francisco	SF-070003	17-05-0042	SFMTA	Historic Streetcar Extension to Fort Mason	San Francisco: From Fisherman's Wharf through National Park Service lands in Aquatic Park to Fort Mason: Extend the E-line or the current F-line service.	NON-EXEMPT	2030
San Francisco	SF-070004	17-05-0021	SFMTA	Geary Bus Rapid Transit	San Francisco: Along the Geary corridor between 34th Avenue and Market Street: Design and implement transit performance and safety improvements	NON-EXEMPT	2030
San Francisco	SF-070005	17-05-0033	SFMTA	Van Ness Avenue Bus Rapid Transit	Muni: On Van Ness Avenue from Mission to Lombard; Design and implement a BRT project. Project is phased. Project also references RTP IDs 240745 and 240471	NON-EXEMPT	2020
San Francisco	SF-090004	17-05-0008	SF DPW	Harney Way Roadway Widening	San Francisco: Harney Way from US 101 to Jamestown: Improvements including right-of-way engineering, land acquisition for future widening of roadway, design, landscaping and sidewalk improvements,	NON-EXEMPT	2040
San Francisco	SF-090012	17-10-0026	SFMTA	Light Rail Vehicle Procurement	SFMTA: Fleet-wide: Procure 219 light rail vehicles with an option for an additional 45 vehicles to replace existing fleet and expand service	NON-EXEMPT	2040
San Francisco	SF-090016	17-05-0031	SFMTA	Transit Center in Hunters Point	Muni: Transit Center in Hunters Point; Construct 10 bays, Low-level platform, Operator restroom, bus shelters, Electrical ductbank for MUNI power, etc	NON-EXEMPT	2040
San Francisco	SF-090018	17-05-0010	SFMTA	Oakdale-Palou Interim High-Capacity Bus Corridor	San Francisco: On the Palou Ave corridor: Implement Transit Preferential improvements, including bus bulbs, up to six traffic signals with transit signal priority, new bus shelters and pedestrian safety	NON-EXEMPT	2040
San Francisco	SF-090020	17-05-0032	SFMTA	Geneva Harney BRT Infrastructure: Central Segment	SFMTA: From Executive Park/Harney Way under US 101 to SF/Daly City line on Geneva Avenue: Construct bus rapid transit facilities	NON-EXEMPT	2030

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San Francisco	SF-090023	17-05-0032	SFMTA	Geneva Harney BRT Infrastructure - Eastern Segment	SFMTA: Bayview and Hunters Point: from Executive Park/Harney Way to Hunters Point Transit Center via Candlestick/Hunters Pt. Shipyard development: Construct extension of Geneva Harney BRT	NON-EXEMPT	2030
San Francisco	SF-110006	17-05-0027	SF DPW	Hunters Pt Shipyard and Candlestick Pt Local Roads	In San Francisco: Hunters Point Shipyard and Candlestick Point: Implement new local streets to support multi-modal mixed use development. The project is phased.	NON-EXEMPT	2040
San Francisco	SF-110049	17-05-0030	SF County TA	Treasure Island Congestion Pricing Program	San Francisco: Treasure Island: Implement Congestion Pricing Program. project is phased	NON-EXEMPT	2030
San Francisco	SF-130001	17-05-0016	SF DPW	SF- Better Market Street Transportation Elements	In San Francisco: Market St from Steuart St to Octavia Blvd: improve roadway, including resurfacing, sidewalk and transit boarding improvements, transit connections, traffic signals, transportation	NON-EXEMPT	2030
San Francisco	SF-130004	17-05-0030	SF County TA	Treasure Is/Yerba Buena Is Street Improvements	San Francisco: On Treasure Island: Implement Treasure Island/Yerba Buena Island street network Project includes a new street network, traffic calming, bike & pedestrian improvements, streetscape and	NON-EXEMPT	2030
San Francisco	SF-130005	17-05-0030	SF County TA	Treasure Island Pricing Mobility Improvements	San Francisco: On Treasure Island: Pricing Program Mobility Improvements including Transit Capital and maintenance improvements. The project is phased	NON-EXEMPT - Not Regionally Significant Project	2030
San Francisco	SF-130006	17-05-0031	SF DPW	Southeast Waterfront Transportation Improvements	San Francisco: Between HP Shipyard and Candlestick Pt: improve roadways to facilitate 5-mile, multi-modal corridor, connecting project area with the Bayshore Intermodal Station. Project development and	NON-EXEMPT	2040
San Francisco	SF-130007	17-05-0008	SF DPW	HOPE SF Street Network - Hunters View	San Francisco: Hunters View in Southeast: Realign streets and add new streets at public housing sites with new affordable housing units to improve transit, walking, and biking. Project is phased. Phase I	NON-EXEMPT - Not Regionally Significant Project	2040
San Francisco	SF-130008	17-05-0020	SF County TA	HOV/HOT Lanes on U.S.101 and I-280 in SF	San Francisco: On US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street offramp: Convert an existing mixed traffic lane and/or shoulder/excess ROW in	NON-EXEMPT	2030
San Francisco	SF-130011	17-05-0004	SF DPW	SF- Second Street Complete Streets and Road Diet	In San Francisco: On Second Street between Market and King; Design and construct a complete streets project including the removal of a vehicular travel lane from Market to Townsend	NON-EXEMPT - Not Regionally Significant Project	2040
San Francisco	SF-130017	17-05-0029	SF County TA	SF Downtown Congestion Pricing	San Francisco: In the downtown area: Implement a demonstration value pricing (tolls and incentives) program	NON-EXEMPT	2030
San Francisco	SF-130021	17-05-0008	Port of SF	Pier 70 19th Street & Illinois Street Sidewalk	San Francisco: 19th St to 20th St (via Georgia St): Extend roadway and install bike/ped improvements.	NON-EXEMPT - Not Regionally Significant Project	2040

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San Francisco	SF-150008	17-05-0008	SF County TA	Quint-Jerrold Connector Road	San Francisco: From Oakdale Ave to Jerrold Ave: Provide an alternate access route between Oakdale and Jerrold Avenues and across the Caltrain tracks, to be coordinated with Caltrain's Quint Street Bridge	NON-EXEMPT - Not Regionally Significant Project	2040
San Francisco	SF-170001	17-05-0019	Port of SF	Mission Bay Ferry Terminal	San Francisco: At the eastern terminus of 16th St: Construct new ferry landing to service San Francisco Mission Bay and Central Waterfront as a part of the Bay area ferry transit system	NON-EXEMPT	2030
San Francisco	SF-170013	17-05-0008	SF DPW	HOPE SF Street Network - Sunnydale and Potrero	San Francisco: Sunnydale and Potrero neighborhoods: Construct new and realigned street networks throughout the two remaining HOPE SF sites, including traffic calming pedestrian and bike network, and	NON-EXEMPT - Not Regionally Significant Project	2040
San Francisco	SF-991030	17-10-0025	SF County TA	US 101 Doyle Drive Replacement	San Francisco: US 101 (Doyle Drive) from Lombard Street/Richardson Avenue to Route 1 Interchange; Replace/rehabilitate roadway.	NON-EXEMPT	2040
San Mateo	SM-050027	17-06-0010	Redwood City	US 101 / Woodside Interchange Improvement	Redwood City: US101/Woodside Rd Interchange: Reconstruct and reconfigure interchange including direct-connect flyover ramp to Veterans Blvd; Seaport Blvd and SR84 from US101/SR84 separation to	NON-EXEMPT	2030
San Mateo	SM-070008	17-07-0065	Caltrain	Caltrain South Terminal Phase II and III	San Jose: Just north of Diridon Station: Phase II - Construct an additional mainline track and new signal controls; Just south of Diridon Station: Phase III - install an additional mainline track and signal	NON-EXEMPT	2040
San Mateo	SM-090004	17-06-0021	Brisbane	US 101/Candlestick I/C Reconfiguration	In San Mateo County: U.S. 101/Candlestick Point Interchange: Planning and environmental studies for interchange reconfiguration to allow for safer and better flow of traffic	NON-EXEMPT	2040
San Mateo	SM-090007	17-06-0040	Redwood City	Blomquist Street Extension	In Redwood City: On Blomquist Street from Seaport Blvd to Bair Island Road: Extend roadway. Project may be phased.	NON-EXEMPT	2030
San Mateo	SM-090008	17-06-0017	San Carlos	US101/Holly St I/C Mod and Bike/Ped Overcrossing	San Carlos: At Holly St/ US-101 Interchange: Widen east bound to north bound ramp to two lanes and eliminate north bound to west bound loop and construct a grade-separated multipurpose path that	NON-EXEMPT	2020
San Mateo	SM-090009	17-06-0008	SMCTA	US 101 Aux lanes from Sierra Point to SF Co. Line	San Mateo County: On US 101 from Sierra Point to SF County Line; Construct auxiliary lanes or managed lanes. Project also references RTP ID 240060 for managed lanes	NON-EXEMPT	2030
San Mateo	SM-090014	17-06-0009	San Mateo	Improve US 101 operations near Rte 92	City of San Mateo: On US 101 near Route 92: Operational improvements	NON-EXEMPT	2040
San Mateo	SM-090015	17-06-0023	Half Moon Bay	Route 1 improvements in Half Moon Bay	Half Moon Bay: On SR-1: Improve safety, including adding protected turn lanes, adding through lanes, and new ped/bike path; SR-1 from N. Main to Kehoe: Extend four lane configuration; Frontage Rd and	NON-EXEMPT	2030
San Mateo	SM-110002	17-06-0030	Redwood City	Redwood City Ferry Service	SF Bay Area: Between Redwood City and San Francisco: Environmental clearance and design of ferry transit service	NON-EXEMPT	2040

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San Mateo	SM-110003	17-06-0011	SSF	US 101/Produce Avenue New Interchange	South San Francisco: On US Highway 101 from Utah Avenue on the east side to the vicinity of Produce Avenue on the west side: Construct a local interchange	NON-EXEMPT	2030
San Mateo	SM-130021	17-06-0003	Burlingame	Carolán Ave Complete Streets and Road Diet	Burlingame: Carolán Ave between Broadway and Oak Grove Ave: Implement road diet by converting a 4-lane roadway into a 2-lane roadway with a center turn lane, Class II bike lanes, and intersection	NON-EXEMPT - Not Regionally Significant Project	2040
San Mateo	SM-150017	17-06-0007	CCAG	US101 Managed Lanes: Santa Clara Co-S of Grand Ave	San Mateo County: On US101 from 2 mi. S. of the Santa Clara County Line to 0.3 mi. S. of Grand Ave I/C: Install Express Lanes. Use existing aux lanes where possible and add aux lanes where needed for	NON-EXEMPT	2030
San Mateo	SM-170004	17-06-0004	Pacifica	Manor Drive Overcrossing and Milagra On Ramp	In Pacifica: Hwy 1 and Manor Drive I/C: Widen the existing overcrossing; Hwy 1 and Milagra: Construct a new on-ramp; Both intersections: install signals	NON-EXEMPT	2040
San Mateo	SM-170011	17-06-0012	San Mateo	US 101/Peninsula Avenue Interchange Improvements	San Mateo: US-101 at Peninsula Ave and East Poplar Ave: Convert a partial interchange to a full interchange by adding new southbound on- and off-ramps and closing the southbound on- and off-ramps	NON-EXEMPT	2030
San Mateo	SM-190002	17-07-0065	Caltrain	Peninsula Corridor Electrification Expansion	Caltrain: Electric Multiple Unit (EMU) fleet: Expand fleet through procurement of an additional 40 vehicles.	NON-EXEMPT	2040
San Mateo	SM-190003	17-10-0033	SamTrans	SamTrans Express Bus Service	San Mateo, San Francisco and Santa Clara Counties: On the US-101 Corridor: Implement a network of four express bus routes	NON-EXEMPT	2040
Santa Clara	BRT030001	17-07-0012	VTA	BART - Berryessa to San Jose Extension	In San Jose: From Berryessa Station to San Jose and Santa Clara: Extend BART line	NON-EXEMPT	2030
Santa Clara	SCL030006	17-07-0038	San Jose	US 101/Blossom Hill Interchange Improvements	San Jose: At US101/Blossom Hill I/C: Reconstruct I/C including the widening of Blossom Hill Rd, signal upgrades and other modifications to eliminate congestion caused by merge and weave problems and	NON-EXEMPT	2030
Santa Clara	SCL050009	17-07-0061	VTA	Eastridge to BART Regional Connector	San Jose: At the Eastridge Transit Center: Ph I (completed) Improve and expand transit center; Capitol Expwy Light Rail from Alum Rock Transit Center to Eastridge Transit Center: Ph II - Extend light rail,	NON-EXEMPT	2030
Santa Clara	SCL070004	17-07-0027	San Jose	US 101 / Mabury New Interchange	San Jose: US 101/Mabury interchange at the location of the existing Talyor St overpass: Construct full interchange.	NON-EXEMPT	2030
Santa Clara	SCL090016	17-07-0022	VTA	SR 152 New Alignment	Santa Clara/ San Benito counties: SR152 between US101 and SR156: Complete PA&ED for new alignment the highway.	NON-EXEMPT	2040
Santa Clara	SCL090017	17-07-0005	Santa Clara Co	Montague Expwy Widening - Trade Zone-I-680	Santa Clara County: Montague Expressway between Trade Zone and I-680: Widen roadway to 8 lanes	NON-EXEMPT	2040
Santa Clara	SCL090030	17-07-0074	VTA	SR 85 Express Lanes	In Santa Clara County: On SR 85 carpool lane from US 101 in San Jose to US 101 in Mountain View including the US 101/SR 85 HOV direct connectors and approaches: Install ETS and implement roadway	NON-EXEMPT	2030

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Santa Clara	SCL090040	17-07-0062	VTA	LRT Extension to Vasona Junction and Double Track	Campbell and San Jose: From the existing Winchester Station to a new Vasona Junction Station, near Route 85: Extend the light-rail line and double-track single-track sections of the Vasona line	NON-EXEMPT	2030
Santa Clara	SCL110002	17-07-0075	VTA	Santa Clara County - US 101 Express Lanes	In Santa Clara County: From Cochrane Rd. in Morgan Hill to San Mateo County line in Palo Alto: Implement roadway pricing on US 101 carpool lane	NON-EXEMPT	2030
Santa Clara	SCL110005	17-07-0077	VTA	BART - Warm Springs to Berryessa Extension	Santa Clara County: From Warm Springs to the Berryessa Station in San Jose: Extend BART	NON-EXEMPT	2020
Santa Clara	SCL110006	17-07-0005	San Jose	San Jose - Autumn Street Extension	In San Jose: Autumn St between Julian Street and San Carlos Street: Widen, partially realign, and extend Autumn Street to adequately accommodate projected traffic demand.	NON-EXEMPT	2040
Santa Clara	SCL110007	17-07-0078	Santa Clara Co	San Tomas Expressway Widening	Santa Clara County: San Tomas Expressway between El Camino Real and Homestead Road: Phase I widening; San Tomas Expressway between Homestead Road and Stevens Creek Blvd: Phase II widening	NON-EXEMPT	2020
Santa Clara	SCL110008	17-07-0070	VTA	SR 237 Express Lanes: North 1st St to Mathilda Ave	In Santa Clara County: On SR-237 from Mathilda Ave to North 1st St.: Implement roadway pricing carpool lane; On SR-237 from I-880 to Mathilda Avenue: Operational Improvements in terms of restriping	NON-EXEMPT	2030
Santa Clara	SCL130001	17-07-0033	VTA	SR 237/US 101/Mathilda Interchange Modifications	In Sunnyvale: US 101/Mathilda and SR 237/Mathilda interchanges: Modify interchanges to relieve congestion and improve traffic operations for all modes	NON-EXEMPT	2030
Santa Clara	SCL150018	17-10-0015	VTA	Peery Park Rides	In Sunnyvale: Peery Park area: Implement flexible transit service as part of a trip reduction strategy.	NON-EXEMPT - Not Regionally Significant Project	2040
Santa Clara	SCL190001	17-07-0039	San Jose	US 101/Old Oakland Road Interchange improvements	Oakland Rd - Commercial St to US 101: Widen to 8 lanes; Commercial St - Oakland Rd to Berryessa Rd: Add turn lanes; Commercial St - Berryessa Rd to Mabury Rd: Extend roadway: US 101 ramps: Widen	NON-EXEMPT	2030
Santa Clara	SCL190002	17-07-0079	VTA	I-280/Foothill Expressway Off Ramp Improvement	Santa Clara County: NB I-280/Foothill Expressway interchange: Widen off ramp to add one additional lane	NON-EXEMPT	2040
Santa Clara	SCL190004	17-07-0028	VTA	I-280 HOV - San Mateo County line to Magdalena Ave	Santa Clara County: On I-280 in both directions from Magdalena Avenue in Los Altos Hills to the San Mateo County Line: Construct new HOV lane	NON-EXEMPT	2030
Santa Clara	SCL190005	17-07-0068	VTA	SR 237 WB Auxiliary Lane fr McCarthy to North 1st	Santa Clara County: SR 237 between McCarthy Boulevard and North First Street: Add westbound auxiliary lane	NON-EXEMPT	2030
Santa Clara	SCL190006	17-07-0044	VTA	Double Lane Southbound US 101 off-ramp to SB SR 87	Santa Clara: Southbound US 101 to Southbound Route 87: Widen the existing connector ramp to add one additional traffic lane and construct and install Traffic Monitoring Station (TMC)	NON-EXEMPT	2020

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Santa Clara	SCL190007	17-07-0023	VTA	US 101/Zanker Road-Skyport Drive-N. Fourth St. Imp	San Jose: US101 at Zanker Rd/Skyport Dr./N. 4th St: Construct a new overcrossing over US 101 connecting Zanker Rd to Skyport Dr-N. Fourth St to create a new north-south corridor parallel to N. First St	NON-EXEMPT	2030
Santa Clara	SCL190008	17-07-0031	VTA	US 101/De L Cruz Blvd - Trimble Road I/C Imp	Santa Clara: At the US101/De La Cruz Blvd/Trimble Rd IC: Modify interchange into a partial cloverleaf.	NON-EXEMPT	2030
Santa Clara	SCL190009	17-07-0051	VTA	Calaveras Boulevard Widening	Milpitas: Calaveras Blvd. overpass at UPRR tracks from Abel St to Town Center Blvd: Widen from 4 to 6 lanes and modify signing, striping and signals	NON-EXEMPT	2030
Santa Clara	SCL190010	17-07-0035	VTA	US 101/Buena Vista Avenue Interchange Improvement	Gilroy: At Buena Vista Ave. overcrossing at US 101: Construct a complete interchange by widening the overcrossing structure and adding new northbound and southbound on and off ramps.	NON-EXEMPT	2030
Santa Clara	SCL190011	17-07-0026	VTA	I-280/Wolfe Road Interchange Improvement	Cupertino: I-280/Wolfe Road Interchange: Modify to relieve congestion and improve local circulation.	NON-EXEMPT	2030
Santa Clara	SCL190014	17-07-0067	VTA	SR 17 Corridor Congestion Relief in Los Gatos	Los Gatos: On both directions of SR 17 from Lark Ave to south of SR 9 IC: Construct aux lanes including modifications to on-ramps and off-ramps to improve operations and relieve congestion; Along SR-	NON-EXEMPT	2030
Solano	SOL030002	17-08-0015	Fairfield	Fairfield/Vacaville Intermodal Rail Station	In Fairfield: Capitol Corridor: Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot,bike and other station facilities. Project is phased.	NON-EXEMPT	2030
Solano	SOL050009	17-08-0007	Dixon	Parkway Blvd/UPRR Grade Separation	In Dixon: Parkway Blvd from Valley Glen Dr. to Pitt School Rd: Construct new 4 lane roadway and overcrossing of UPRR & Porter Rd; Pitt School Rd from south of Hillview Drive to Porter Rd: widen shoulders	NON-EXEMPT - Not Regionally Significant Project	2040
Solano	SOL070020	17-08-0009	STA	I-80/I-680/SR 12 Interchange Improvements	Fairfield: I-80/I-680/Route 12 IC: Ph-1 Improve IC, including connecting I-80 to SR 12 W, I-680 NB to SR 12W (Jameson Canyon), I-80 to I-680 (+ Express Lane Direct connectors), build local IC and build	NON-EXEMPT	2040
Solano	SOL090015	17-08-0010	Solano County	Redwood-Fairgrounds Dr Interchange Imps	Solano County: I-80 Redwood St. I/C and SR-37/Fairgrounds Dr. I/C: Implement I/C and safety improvements; Fairgrounds Dr. from Redwood St. to SR-37: Remove left turn lane and widen to add one lane	NON-EXEMPT	2030
Solano	SOL110001	17-10-0044	MTC	I-80 Express Lanes - Fairfield & Vacaville Ph I&II	I-80 in Solano County from Red Top Rd to I-505: Convert existing HOV to HOT & Construct new HOT lanes from Air Base Parkway to I-505. Project also references RTP ID 17-10-0059	NON-EXEMPT	2030
Solano	SOL110004	17-08-0012	STA	Jepson: Walters Rd Ext - Peabody Rd Widening	Solano County: Jepson Parkway segment: Walters Road Extension, Peabody Widening.	NON-EXEMPT	2030
Solano	SOL110005	17-08-0012	STA	Jepson: Leisure Town Road from Vanden to Commerce	Jepson Parkway segment: Leisure Town Road from Vanden Road to Commerce. Project is phased	NON-EXEMPT	2030

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County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Air Quality Description	Conformity Analysis Year
Solano	SOL110006	17-08-0012	STA	Jepson: Leisure Town Road Phase 1B and 1C	Vacaville: (Phase 1B) Leisure Town Rd from Elmira Rd to Sequoia and (Phase 1C) from Sequoia Dr to Horse Creek: Widen to 4 lanes with multiuse sidewalk and safety improvements	NON-EXEMPT	2030
Solano	SOL110007	17-08-0015	Fairfield	Fairfield Transportation Center - Phase 3	In Fairfield: Fairfield Transportation Center: Construct second parking structure with approximately 600 automobile parking spaces and access improvements.	NON-EXEMPT	2030
Sonoma	SON070004	17-09-0006	Son Co TA	US 101 Marin/Sonoma Narrows (Sonoma)	Marin and Sonoma Counties (Sonoma County Portion): From SR37 in Novato to Old Redwood Highway in Petaluma: convert expressway to freeway; Between Lakeville Highway and East Washington Street:	NON-EXEMPT	2030
Sonoma	SON150006	17-09-0010	Santa Rosa	US 101 Hearn Ave Interchange	Santa Rosa: US 101/Hearn Avenue over-crossing/interchange: Replace the US 101/Hearn Avenue over-crossing/interchange with a new over crossing/interchange including bike lanes, sidewalks, and re-	NON-EXEMPT	2030
Sonoma	SON150010	17-10-0015	Son Co TA	Santa Rosa Car Share	Santa Rosa: Various locations: Establish nine car share vehicles at four pods.	NON-EXEMPT - Not Regionally Significant Project	2040
Alameda	ALA010034	17-10-0026	AC Transit	AC Transit: Facilities Upgrade	AC Transit: Systemwide: Agency's facilities & equipment upgrades.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Alameda	ALA010056	17-01-0008	ACE	ACE Track Improvements.	ACE: From Stockton to San Jose: Corridor improvements for signaling, grade crossing, track and other cost associated	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
Alameda	ALA030030	17-10-0026	LAVTA	LAVTA: Preventive Maintenance	LAVTA: Systemwide: Preventive Maintenance Program for Agency Fleet.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Alameda	ALA050002	17-01-0007	San Leandro	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	San Leandro: 150th/E. 14th/Hesperian: Construct NB left turn Ln from Hesperian to E.14th, EB left turn Ln from E.14th to 150th Av & SB Ln from Hesperian to 150th and other traffic circulation	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Alameda	ALA050035	17-01-0004	Alameda County	Cherryland/Ashland/Castro Valley/Fairview BikePed	Cherryland, Ashland, Castro Valley, Fairview, San Lorenzo and other Unincorporated Areas of Alameda County: Various Locations: Sidewalk, bike lanes and other safety improvements in the vicinity of	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA050079	17-01-0040	ACTC	I-80 Gilman Interchange Improvements	Berkeley: On Gilman Avenue at I-80: Reconfigure interchange providing dual roundabout at the entrance & exits from I-80 as well as the Eastshore Highway and West Frontage Rd and bike/ped	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2040

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Alameda	ALA090022	17-10-0024	Alameda County	Estuary Bridges Seismic Retrofit and Repairs	Oakland: 3 Oakland Estuary bridges: Seismic retrofit and repairs	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel)	2040
Alameda	ALA090023	17-10-0024	Alameda County	Fruitvale Ave Roadway Bridge Lifeline	Alameda County: Fruitvale Roadway Bridge: Retrofit bridge to a lifeline facility	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel)	2040
Alameda	ALA090065	17-10-0026	BART	BART: Fare Collection Equipment	BART: Systemwide: Acquire and install fare collection equipment.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Alameda	ALA090068	17-01-0004	BART	MacArthur BART Plaza Remodel	Oakland: MacArthur BART Station: Renovate the entry plaza	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Alameda	ALA110032	17-01-0004	BART	Downtown Berkeley BART Plaza/Transit Area Imps.	In Berkeley: Area around Downtown Berkeley BART Station: Streetscape improvements; design/construction of custom bus shelter, canopy design for 5 secondary BART entries and construction of one;	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
Alameda	ALA110033	17-01-0003	ACTC	Alameda County Safe Routes to School	Alameda County: Countywide: SR2S Program including education & outreach in various K-12 schools, ridesharing, & project development.	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Alameda	ALA110072	17-01-0004	Oakland	Lake Merritt Improvement Project	In Oakland: Adjacent to Lake Merritt: Reconfigure roadways and construct paths, walls, structures, lighting, parking and landscaping; no added capacity	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA110099	17-10-0026	ACE	ACE Preventative Maintenance	ACE Rail: Systemwide: Preventative maintenance activities for ACE service and associated equipment, functions, and facilities.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Alameda	ALA130001	17-01-0006	Fremont	Widen Kato Rd from Warren Avenue to Milmont Drive	Fremont: Kato Road from Warren Avenue to Milmont Drive: Widen to provide left turn pockets, median island improvements, bike lanes on both sides of the roadway, and modify traffic signal at Kato	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Alameda	ALA130003	17-01-0001	Oakland	Lake Merritt to Bay Trail Bike/Ped Bridge	Oakland: Over Embarcadero and UPRR tracks under I880 between the Estuary and Lake Merritt along the Channel: Construct ADA accessible bicycle pedestrian bridge to link Bay Trail to Lake Merritt.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA130018	17-10-0022	Alameda County	Alameda Co-Variou Streets and Roads Preservation	Unincorporated Alameda County: Various roadways: Rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA130024	17-01-0001	Oakland	Lakeside Complete Streets and Road Diet	Oakland: Along Harrison Street and Lakeside Drive between 19th Street and Grand Avenue: implement road diet and install bike and pedestrian facilities	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040

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Alameda	ALA130028	17-01-0004	Berkeley	Hearst Avenue Complete Streets	In Berkeley: Hearst St from Shattuck Ave to Gayley/La Loma: Implement access and safety improvements to Downtown Berkeley PDA for all modes, includes a road diet from Shattuck Ave to Euclid Ave	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	ALA130030	17-01-0001	MTC	Improved Bike/Ped Access to East Span of SFOBB	In Oakland: In the vicinity of the East Span of the San Francisco-Oakland Bay Bridge: Construct improved bicycle and pedestrian access. Project is phased.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA130035	17-01-0001	Berkeley	Bay Trail Shoreline Access Staging Area	Berkeley: Berkeley Marina: Construct segment 3 of Bay Trail Extension, construct new public restroom, and renovate existing public parking area and windsurf staging area.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA150002	17-01-0003	Alameda County	Niles Canyon Rd (SR 84)/Pleasanton Rd Inter. Imps	In Sunol Area: At Niles Canyon Rd(SR 84), Pleasanton Sunol Rd and Paloma Rd intersection: intersection improvements at the four corners including installation of a traffic signal, shoulder improvements	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Alameda	ALA150007	17-01-0001	Alameda	Cross Alameda Trail (includes SRTS component)	City of Alameda: Between Webster St and Sherman St: Construct a new trail with an on-street portion.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA150010	17-01-0001	Oakland	International Boulevard Improvement Project	Oakland: International Boulevard (1st Ave to Durant) and East 12th Street (1st Ave to 14th Ave): Install pedestrian scale lighting along the corridor, repair sidewalk damage, and install curb ramps.	EXEMPT (40 CFR 93.126) - Lighting improvements	2040
Alameda	ALA150012	17-01-0007	Oakland	Laurel Access to Mills, Maxwell Park and Seminary	Oakland: MacArthur Boulevard from High St to Simmons St: Implement bicycle and pedestrian improvements	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Alameda	ALA150020	17-01-0007	AC Transit	AC Transit: South County Corridors	AC Transit: South Alameda County Major Corridors: Travel time improvements including Adaptive Traffic Control Systems, corridor-wide Transit Signal Priority, signal coordination and relocation of key bus	EXEMPT (40 CFR 93.128) - Traffic signal synchronization projects	2040
Alameda	ALA150031	17-10-0026	LAVTA	LAVTA: Replacement (11) 40' Hybrid Buses	LAVTA: 11 40' hybrid buses: Purchase buses to replace diesel buses that have exceeded their useful life	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA150032	17-10-0026	LAVTA	LAVTA: Replacement (9) 30' Hybrid Buses	LAVTA: 9 vehicles: Purchase nine (9) 30' hybrid buses to replace diesel buses that have exceeded their useful life	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA150035	17-10-0028	LAVTA	LAVTA: Farebox Replacement	LAVTA: New Buses: Install farebox devices compliant with Clipper technology	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Alameda	ALA150038	17-10-0026	AC Transit	AC Transit: Purchase (10) Double-Deck Diesel Buses	AC Transit: (10) Double-Deck Diesel Buses: Purchase buses to replace buses in existing fleet	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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Alameda	ALA150039	17-10-0026	AC Transit	AC Transit: Purchase (10) 40' Buses-Fuel Cell ZEB	AC Transit: 10 vehicles: Replace 10 40ft urban diesel buses with Zero-emission fuel cell buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA150044	17-01-0004	Oakland	19th St BART to Lake Merritt Urban Greenway	In Oakland: Between Broadway and Harrison Street: Improvements include sidewalk widening and bulbouts, ped crossing improvements, bikelanes, new traffic signals and signal mods, street/ped lighting,	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Alameda	ALA150045	17-10-0026	AC Transit	AC Transit: PM - Exchange for 40ft Fuel Cell ZEB	AC Transit: Preventive maintenance program, including maintenance of buses and facilities. Project is in exchange for local funds to replace 10 (of 102 in sub-fleet) 40ft urban diesel buses with Zero-	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Alameda	ALA150046	17-10-0026	Union C Transit	Union City Transit Rehab Two (2) Transit Buses	Union City Transit: Two (2) compressed natural gas (CNG) buses from 2008 that are now at their mid-life service expectancy: Rehabilitate vehicles: The vehicles have the potential to serve the transit agency	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Alameda	ALA150048	17-01-0001	Berkeley	9th St Bicycle Blvd Extension Pathway Ph II	In Berkeley: Between the 9th Street Bicycle Boulevard (south of Heinz Avenue) and Murray Street: Install a shared-use path	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA150049	17-01-0002	Berkeley	goBerkeley Residential Shared Parking Pilot	In Berkeley: In residential areas adjacent to Southside/Telegraph and Elmwood goBerkeley program areas: Implement parking pricing pilot; In pilot areas: Implement TDM strategies and outreach focused on	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Alameda	ALA150050	17-01-0002	Oakland	Oakland Parking and Mobility Management	Oakland: Montclair and select areas of Downtown: Implement demand-responsive parking management and transportation demand management initiatives	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Alameda	ALA150052	17-10-0033	AC Transit	AC Transit: SFOBB Forward	AC Transit: 14 replacement and 5 new buses: Rehab buses and purchase 5 new double-decker buses to expand transbay service. Includes 1 year of operating funding; at the Oakland Maintenance Facility:	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA170002	17-01-0037	ACTC	I-80/Ashby Avenue Interchange Improvements	Alameda County: I-80/Ashby IC: Reconstruct the interchange including constructing new bridge, two roundabouts and bike/ped improvements	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040
Alameda	ALA170007	17-10-0023	MTC	Regional Planning Activities and PPM - Alameda	Alameda: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Alameda	ALA170012	17-01-0003	MTC	Bay Bridge Forward-Commuter Parking Access Imps.	Albany and Oakland: Adjacent to Park and Ride lots at I-80/Buchanan Ave, I-880/High St, I-880/Fruitvale: Bicycle/pedestrian/bus stop improvements to facilitate safer access to and from lots; toll credits	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA170013	17-01-0007	Union C Transit	Union City Transit Travel Time Improvements	Union City: South Alameda County Major Corridors: Travel time improvements including Adaptive Traffic Control Systems, corridor-wide Transit Signal Priority, signal coordination and relocation of key bus	EXEMPT (40 CFR 93.128) - Traffic signal synchronization projects	2040

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Alameda	ALA170014	17-10-0026	Union C Transit	Union City Paratransit Van Procurement	Union City Transit: Six (6) 2009 compressed natural gas (CNG) vans: Replace as they have reached the end of their useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA170015	17-10-0026	Union C Transit	Union City Transit: Replace Paratransit Sedan	Union City Transit: 1 vehicle: Replace one (1) Union City Paratransit sedan with one (1) van	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA170027	17-10-0026	AC Transit	AC Transit: Purchase 10 Double-Decker Buses	AC Transit: 10 Double-Decker Buses: Purchase buses for transbay service	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA170028	17-10-0026	AC Transit	AC Transit: Purchase (35) 40ft Diesel Buses	AC Transit: 35 40-ft Diesel Buses: Purchase replacement buses to keep AC Transit's fleet in a state of good repair	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA170029	17-10-0026	AC Transit	AC Transit: Preventive Maintenance (Swap)	AC Transit: Systemwide: Preventive Maintenance (federal funding is provided for this project in exchange for AC Transit's commitment to Replace 5 40' Urban Buses - Battery using local funds)	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Alameda	ALA170030	17-10-0026	AC Transit	AC Transit: Preventive Maintenance (Deferred Comp)	AC Transit: Systemwide: Preventive Maintenance (funding is incentive for delaying bus purchases)	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Alameda	ALA170031	17-10-0026	AC Transit	AC Transit: Replace (27) 40ft Urban Buses - Hybrid	AC Transit: (27) 40ft Urban Buses - Hybrid: Purchase replacement buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA170032	17-10-0026	AC Transit	AC Transit: Purchase 19 60-ft Artic Urban Buses	AC Transit: 19 vehicles: Purchase 19 60-ft Articulated Urban Buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA170038	17-10-0026	AC Transit	AC Transit: Replace (6) 24ft Cut-Away Vans	AC Transit: (6) 24ft Cut-Away Vans: Replace vans	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA170039	17-01-0002	Union C Transit	Union City: ADA Paratransit Operating Subsidy	Union City Transit: Systemwide: ADA Paratransit Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Alameda	ALA170040	17-10-0013	MTC	I-880 Integrated Corridor Management North Segment	Alameda County: I-880 corridor from I-880/I-980 IC to I-880/Davis St. IC: Install intelligent transportation system infrastructure to facilitate the active management of traffic that naturally diverts onto	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040

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Alameda	ALA170041	17-10-0026	AC Transit	AC Transit: 5 Battery Electric Bus purchase	AC Transit: 5 buses: Purchase 5 New Flyer battery electric buses with 5 depot charging stations and installation. Includes consulting PM support from CTE.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA170043	17-01-0004	Oakland	Oakland - 14th Street Safe Routes in the City	In Oakland: On 14th St between Brush St and Oak St: Reduce travel lanes from 4 to 2, add paved Class IV protected bicycle lanes; transit boarding islands; improve ped facilities including refuges, crossings,	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	ALA170047	17-01-0002	Alameda County	Active Oakland: A Comprehensive SR2S Program	Oakland: In Oakland Unified School District's most disadvantages schools: Promote walking and cycling	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Alameda	ALA170048	17-10-0027	ACE	ACE Fixed Guideway (Capital Lease)	ACE: Along ACE Corridor: Capital Lease payments required to operate along Union Pacific corridor	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Alameda	ALA170050	17-01-0001	Emeryville	Emeryville Greenway Crossing Improvements	Emeryville: Greenway trail crossings at 65th, 66th, and 67th: Improve crossings with raised crosswalks, RRFBs, parking adjustments and signage and add bike share station	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA170051	17-01-0001	Oakland	Fruitvale Alive Bike/Ped Gap Closure	In Oakland: On Fruitvale Ave between Alameda Ave and E. 12th: Install class 4 cycle tracks and landscaped buffers, widen sidewalks, improve ped crossings, add ped scale lighting, reconfigure conflicting	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Alameda	ALA170053	17-01-0004	Oakland	Oakland 35th Ave Bike/Ped Improvements H8-04-015	Oakland: 35th Ave from San Leandro St to Sutter St: H8-04-015 Install crossing enhancements, HAWKs, RRFBs, signal upgrades/modifications, signing, striping, markings; 35th Ave from Int Blvd to E 12th	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	ALA170054	17-01-0001	Berkeley	John Muir Safe Routes to School	Berkeley: Along Claremont south of Ashby near John Muir School: Install speed feedback signs; At the intersection of Claremont and Claremont Crescent: Implement crossing improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA170055	17-10-0063	BART	19th Street BART Station Modernization-GO Uptown	In Oakland: At the 19th Street BART Station and adjacent public realm: Implement station and streetscape improvements	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Alameda	ALA170056	17-10-0026	ACE	ACE - Locomotive Procurement	ACE: Systemwide: Purchase four locomotives to replace existing equipment	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA170057	17-10-0013	MTC	I-880 Integrated Corridor Management - Central	Alameda County: I-880 Corridor from Davis St in San Leandro to Whipple Rd in Union City: Identify how existing and planned incident management strategies and operations can be better coordinated and	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040

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Alameda	ALA170058	17-10-0033	MTC	Bay Bridge Forward: West Grand TSP	In Oakland: Various locations on the West Grand Ave Corridor between Maritime and Northgate; Implement transit signal priority for AC Transit vehicles.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Alameda	ALA170059	17-10-0003	AC Transit	San Pablo and Telegraph Ave Rapid Bus Upgrades	AC Transit: Various locations on the San Pablo and Telegraph Ave Corridors: Implement rapid bus improvements including TSP upgrades, signal coordination, the relocation of key bus stops; On Telegraph	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2030
Alameda	ALA170060	17-10-0033	Caltrans	GL: Alameda County - TOS-Mobility	Alameda County: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 40 CFR Part 93.127 Table 3 categories	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	ALA170061	17-01-0064	Newark	Thornton Avenue Pavement Rehabilitation	Newark: On Thornton Ave between Spruce and Hickory St: Rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA170062	17-01-0064	Dublin	Dublin Blvd Rehabilitation	Dublin: Segments of Dublin Boulevard from Scarlet Drive to Hacienda Drive: Rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA170063	17-01-0004	Oakland	Lakeside Family Streets	In Oakland: On Harrison St between 20th St and 27th St, and along Grand Ave from west of Harrison to east of Bay Place: install cycle track, parking protected bikeways and protected intersection; On	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	ALA170064	17-01-0064	Oakland	Oakland Various Streets Improvements	In Oakland: Citywide: Implement paving Improvements including pavement resurfacing, bicycle transportation, curb, gutter, drainage, sidewalks, pedestrian safety, and ADA compliant curb ramps	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA170065	17-01-0004	Hayward	Hayward - Main Street Complete Street	Hayward: Main St from Mc Kiever to D St: Reduce roadway from 4 to 2 lanes, construct bike lanes, widen sidewalks and add complete street elements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	ALA170066	17-01-0004	Hayward	Winton Ave Complete Street	Hayward: On Winton Ave from Hesperian Blvd to Santa Clara St: Rehabilitate pavement, upgrade curb ramps and streetlights; On Winton Ave just east of Santa Clara St: Landscape median	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA170067	17-01-0004	Berkeley	Southside Complete Streets & Transit Improvement	Berkeley: Various locations south of UC Berkeley: Construct two-way cycle tracks, signal mods, transitimps and TSP, loading zone imps, pedestrian safety imps, and repaving; On Telegraph from Channing	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040

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Alameda	ALA170068	17-01-0064	Livermore	Livermore Pavement Rehabilitation - MTS Routes	Livermore: Various Locations: Repair and/or rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA170069	17-01-0064	Fremont	City of Fremont Pavement Rehabilitation	Fremont: Various Locations: Rehabilitate pavement and implement bike/ped improvements	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA170070	17-01-0064	Pleasanton	Pavement Rehabilitation Hacienda Business Park	Pleasanton: Various locations near the Hacienda Business Park: Pavement rehabilitation and bike/ped improvements	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA170071	17-01-0064	Union City	Union City-Dyer Street Pavement Rehabilitation	Union City: On Dyer St from Alvarado Blvd to Deborah Dr: Rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA170072	17-01-0064	Emeryville	Frontage Rd, 65th St and Powell St Pavement Maint	Emeryville: Various Locations on Frontage Road, 65th St, Powell St: Pavement maintenance	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA170073	17-01-0004	Alameda	Clement Avenue Complete Streets	Alameda: On Clement Avenue between Broadway and Grand St: Complete street improvements including Class II bike lanes, curb extensions, flashing beacons, bus shelters, sidewalk/curb ramp	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA170074	17-10-0022	Alameda	Alameda City-Wide Pavement Rehabilitation	Alameda: Buena Vista Ave from Willow St to Park St and Kofman Pkwy from Tralee Ln to Aughinbaugh Way: Resurface and rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA170075	17-10-0022	San Leandro	San Leandro Washington Avenue Rehabilitation	San Leandro: Washington Ave from W. Juana Ave to Castro St: Reconstruct roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Alameda	ALA170076	17-01-0004	Fremont	Complete Streets Upgrade of Relinquished SR84	Fremont: Thornton Ave (Blacow Rd to Fremont Blvd), Fremont Blvd (Alder Ave to Mattos Dr) and Peralta Blvd (Fremont Blvd to Sequoia Rd): Implement complete streets improvements; On Peralta Blvd	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	ALA170077	17-01-0001	EB Reg Park Dis	Doolittle Drive Bay Trail	Oakland: Along Doolittle Dr. from the MLK Regional Shoreline Center near Langley Street 2,300 feet to the north end of the existing SF Bay Trail at the fishing dock, north of Swan Way: Construct SF Bay	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA170078	17-01-0003	Oakland	Oakland - Crossing to Safety	Oakland: At Park Blvd/Excelsior Ave-Grosvenor Place and Park Blvd/13th Ave-East 38th St: Provide sidewalks and shorter pedestrian crossings; At the Park Blvd intersection near Edna Brewer Middle School:	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	ALA170079	17-10-0026	ACE	ACE: Railcar Midlife Overhaul	ACE: System-wide: Perform midlife overhaul of existing ACE railcars to extend useful life.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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Alameda	ALA170080	17-10-0026	AC Transit	AC Transit: Purchase (10) 24ft Cut-aways	AC Transit:(10) 24ft Cut-away vans: Purchase vehicles to replace existing fleet at end-of-life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA170081	17-10-0026	AC Transit	AC Transit: Purchase (24) 60ft Artic Hybrid Buses	AC Transit: 24 vehicles: Purchase (24) 60ft Artic Hybrid Buses. Replace existing bus fleet to keep fleet in state of good repair.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA170082	17-10-0026	AC Transit	AC Transit: Purchase (59) 40ft Diesel Buses	AC Transit: Purchase (59) 40-ft Diesel Buses: Purchase buses to keep AC Transit's fleet in a state of good repair.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA170084	17-10-0022	Piedmont	Piedmont - Oakland Avenue Improvements	Piedmont: Oakland Ave between Grand Ave and western city limits: Pavement rehabilitation and installation of bicycle and pedestrian safety improvements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	ALA170085	17-01-0015	ACTC	7th Street Grade Separation East	Oakland: 7th St and rail tracks between I880 and Maritime St in the Port of Oakland: Reconstruct the existing 7th St underpass on an adjacent alignment, rail tracks, and other rail infrastructure. No through	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2040
Alameda	ALA170087	17-01-0026	ACTC	Freight Intelligent Transportation System (FITS)	Oakland: In the Port of Oakland and surrounding areas: Implement ITS improvements, signal systems, and other technologies to cost-effectively manage truck arrivals and improve incident response	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Alameda	ALA170088	17-10-0022	Albany	San Pablo Ave & Buchanan St Pedestrian Imps.	Albany: Various Locations on Buchanan St and San Pablo Ave: Streetscape improvements including medians, bulb outs, signal modifications, striping of high visibility crosswalks. Project is phased.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	ALA170091	17-01-0008	LAVTA	Livermore Transit Center Rehab and Improvement	LAVTA: Downtown Livermore Transit Center: Rehabilitate and improve the center by replacing or rehabilitating assets past their useful life including failed pavement, area security lighting, passenger	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Alameda	ALA170092	17-10-0026	Union C Transit	Union City Replace Heavy-Duty Transit Vehicles	Union City Transit: 2 vehicles: Replace two (2) Heavy-Duty Compressed Natural Gas (CNG) Transit Vehicles and procure associated equipment	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Alameda	ALA170093	17-01-0026	Emeryville	Emeryville Quiet Zone Safety Engineering Measures	Emeryville: At three at-grade crossings just east of Shellmound Street: Install four-quadrant gates at the at-grade crossings, amongst other safety engineering improvements.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040

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Alameda	ALA170094	17-01-0001	Berkeley	Berkeley - Sacramento St Complete Streets Imps	Berkeley: On Sacramento Street at 4 intersections (Virginia, Delaware, University, & Addison): Construct bike/ped crossing improvements; On Acton between Virginia & Delaware and on Delaware between	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA190004	17-01-0001	BART	Alameda Regional Access Phase II	Alameda: Running parallel to and south of Ralph Appezzato Municipal Pkwy, between Main St and Constitution Way: Construct 0.8 miles of walking and biking trails, streetscaping and signal modification	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA190005	17-10-0026	LAVTA	Hybrid Bus Battery Pack Replacement	LAVTA: Fleetwide: Replace hybrid battery packs on Diesel/Electric hybrid buses	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Alameda	ALA190006	17-01-0003	Alameda County	Alameda County - Vasco Road Safety Improvements	Alameda County: Vasco Rd between Dalton and MM.3.05: Rehabilitate pavement and install centerline and edgeline rumble strips and striping markings	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	ALA190014	17-10-0032	BART	BART-Elevator Renovation program	BART: Various locations system-wide: Renovate or rehabilitate elevators	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Alameda	ALA190015	17-01-0002	Alameda County	Active and Safe Oakland	Oakland: At various schools citywide: Promote walking and biking through education, encouragement, and enforcement activities	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA190016	17-01-0001	Albany	Ohlone Greenway Trail Safety Improvements	Albany: Various locations along the Ohlone Greenway: Install safety improvements including new protected left turn phase which would eliminate potential conflicts between trail users and vehicles turning	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Alameda	ALA190019	17-01-0004	Alameda County	Alameda County Complete Street Improvements	Alameda County: Various locations: Bicycle and pedestrian safety improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Alameda	ALA990052	17-10-0026	AC Transit	AC Transit: Paratransit Van Replacement	AC Transit: Paratransit fleet: Amortized cost of replacing vans used for paratransit service. Vans are operated and replaced by paratransit contractor. FTA funds programmed annually in lieu of	EXEMPT (40 CFR 93.126) - Purchase of support vehicles	2040
Alameda	ALA990076	17-01-0002	AC Transit	AC Transit: ADA Paratransit Assistance	AC Transit: Systemwide: ADA Paratransit Operating Subsidy.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Alameda	ALA990077	17-01-0002	LAVTA	LAVTA: ADA Paratransit Operating Subsidy	LAVTA: ADA Paratransit Operating Subsidy	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Contra Costa	CC-030025	17-10-0026	WCCTA	WCCTA: Preventive Maintenance Program	WestCat: Systemwide: Operating assistance to aid agency with preventive maintenance activities of its fleet.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040

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Contra Costa	CC-030035	17-02-0001	ECCTA	Tri-Delta: ADA Operating Assistance	Tridelta: Systemwide: Operating assistance to fund ADA Set Aside requirement	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Contra Costa	CC-070013	17-02-0035	Brentwood	Lone Tree Way Undercrossing	Brentwood: On Lone Tree Way at the UPRR track: Construct 4-lane grade separation undercrossing.	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2030
Contra Costa	CC-070067	17-02-0003	CCTA	Mokelumne Trail Bike/Ped Overcrossing	Brentwood: Near the Mokelumne Trail at State Route 4 in Brentwood: Construct a pedestrian and bicycle overcrossing.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-070092	17-10-0026	ECCTA	ECCTA: Transit Bus Replacements	Tri-Delta Transit: Fleetwide: Replacement Revenue Vehicles and associated farebox equipment	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	CC-090001	17-02-0008	Danville	Diablo Road Imps. - Green Valley to Avenida Neuva	Danville: Diablo Rd at Clydesdale Dr: add EB left turn pocket; Diablo Rd from Green Valley to Avenida: Drainage improvements, replace 1300 LF retaining wall, overlay roadway, replace guardrail	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Contra Costa	CC-110066	17-02-0017	CCTA	SR 239 - New State Highway Study	SR 239 between SR4 in Brentwood and I-205 in Tracy: Conduct environmental and design studies to create a new alignment for SR239 and develop corridor improvements from Brentwood to Tracy.	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Contra Costa	CC-110082	17-02-0043	BART	Walnut Creek BART TOD Access Improvements	Walnut Creek: In the vicinity of the Walnut Creek BART Station: construct public access improvements that are part of the proposed transit-oriented development	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
Contra Costa	CC-130001	17-02-0020	CC County	Bailey Road-State Route 4 Interchange	In Bay Point: At the Bailey Road-State Route 4 interchange; modify ramps and Bailey Road to improve bicycle and pedestrian circulation. Project is phased.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Contra Costa	CC-130003	17-02-0003	CC County	Bailey Road Bike and Pedestrian Improvements	Bay Point: Bailey Rd from Willow Pass Rd to SR 4: Improve bicycle and pedestrian accessibility. Improvements will expand sidewalks and construct uniform bike lanes to create a corridor conducive to all	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-130023	17-10-0022	Danville	Danville Various Streets and Roads Preservation	Danville: Sycamore Valley Road from Camino Ramon to San Ramon Valley Boulevard including the bus loop within the adjoining Park-and-Ride Lot, and El Cerro Boulevard from El Pintado Road to just east	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-130024	17-02-0003	El Cerrito	Ohlone Greenway Station Area Bike/Ped Improvements	El Cerrito: On Ohlone Greenway at El Cerrito del Norte & Plaza BART Stations & at intersections of Hill, Cutting, Central & Fairmount, widen path & improve ped & bike facilities.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-130025	17-10-0022	Martinez	Martinez Various Streets and Roads Preservation	Martinez: Various Streets and Roads: Rehab and reconstruction of roadways, modify curb ramps to meet current ADA standards, including constructing bulb-outs where there is insufficient room and	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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Contra Costa	CC-130027	17-02-0005	CC County	Port Chicago Hwy/Willow Pass Rd Bike Ped Upgrades	Bay Point: Near the intersection of Port Chicago Hwy and Willow Pass Rd: Install bike lane, sidewalk, curb and gutter, bike/ped access improvements, and intersection channelization	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Contra Costa	CC-130032	17-02-0003	San Pablo	San Pablo Avenue Bicycle and Ped Improvements	San Pablo and Richmond: San Pablo Ave from Rumrill Blvd to La Puerta Rd: Reconfigure travel lanes, install sidewalks, bike lanes, lighting, medians, signals, modify existing medians and traffic signals, build	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Contra Costa	CC-130038	17-02-0003	Danville	Vista Grande Street Pedestrian Improvements/SR2S	Danville: Vista Grande Street between Camino Tassajara and Diablo Road/Vista Grande Elementary School: Construct separated asphalt concrete pathway and safety enhancements to provide direct ped/bike	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-130045	17-02-0003	CCCTA	CCCTA: Access Improvements Implementation	CCCTA: Various bus stops system-wide: Implement bicycle and pedestrian access improvements identified in County Connection's Access Improvement Study.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-130047	17-02-0004	Richmond	37th Street Bicycle & Pedestrian Improvements	Richmond: On 37th St from Cerritto Ave to Center Ave: Install bike lanes and pedestrian countdown heads and upgrade traffic signals; On 37th from Barrett to Center: Implement road diet with one lane	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Contra Costa	CC-130050	17-02-0003	EB Reg Park Dis	SF Bay Trail, Pinole Shores to Bay Front Park	Pinole: Between Pinole Shores and Bayfront Park, approximately 0.5-mile: Construct a section of the San Francisco Bay Trail. Project is phased	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-150006	17-10-0026	CCCTA	CCCTA: Replace 18 30' Buses	CCCTA: 18 vehicles: Replace 18 30' Heavy Duty Diesel buses that have reached the end of their useful life, four (4) of the diesel buses will be replaced with four (4) electric buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	CC-150007	17-10-0026	CCCTA	CCCTA: Replace 13 35' Buses	CCCTA: 13 vehicles: Replace 13 35' Heavy Duty Diesel Buses that have reached the end of their useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	CC-150010	17-02-0003	CC County	CC County - Rio Vista Elementary Ped Connection	Contra Costa County: On Pacifica Avenue between Mariners Cove Drive and Wharf Drive: Install sidewalks, bike lanes, flashing beacons, speed feedback sign, retaining wall and drainage improvements and	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-150012	17-02-0009	CCCTA	REMIX Software Implementation Project	County Connection: Systemwide: Integrate REMIX mapping software into County Connection's planning process.	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Contra Costa	CC-150015	17-02-0009	WCCTA	WestCAT: Purchase (1) Fast Fare Electronic Farebox	WestCAT: 1 vehicle: Purchase and Install (1) FastFare Electronic Farebox for (1) 40 ft Revenue Vehicle	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040

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Contra Costa	CC-150016	17-02-0003	Richmond	The Yellow Brick Road in Richmond's Iron Triangle	Richmond: Various locations outlined in the the Yellow Brick Road Plan: Implement bike/ped improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-150017	17-02-0005	San Pablo	Rumrill Blvd Complete Streets Improvements	San Pablo: Along Rumrill Boulevard between San Pablo Avenue to the North and Costa Avenue to the South: Complete Streets Improvements and road diet. Project is phased.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Contra Costa	CC-150018	17-02-0008	Walnut Creek	Walnut Creek-Parking Guidance System Pilot	Walnut Creek: Downtown core area: Implement Parking Guidance System connected to all public parking in downtown core area.	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
Contra Costa	CC-150019	17-10-0026	BART	Concord Yard Wheel Truing Facility	BART: Concord Yard: Construct a wheel truing facility which will house a dual-guage wheel truing machine to service both BART and eBART vehicle wheels.	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Contra Costa	CC-150020	17-02-0001	ECCTA	ECCTA: Non-ADA Paratransit to FR Incentive Program	ECCTA: Systemwide: Use outreach, travel training and fare incentives to move non-ADA paratransit users to on demand, alternative transportation services.	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
Contra Costa	CC-150021	17-02-0009	WCCTA	WestCAT - AVL System with APC Element.	Western Contra Costa Transit Authority (WestCAT): Systemwide: Purchase and install a new AVL system including automatic passenger counting (APC)	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Contra Costa	CC-170004	17-10-0023	MTC	Regional Planning Activities and PPM - CC County	Contra Costa: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Contra Costa	CC-170006	17-10-0026	WCCTA	WestCAT: Replace (2) 2002 40ft Revenue Vehicles	WestCAT: 2 vehicles: Replace (2) 2002 40 ft Revenue Vehicles with similar vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	CC-170007	17-02-0009	WCCTA	WestCAT: Purchase 2 Fast Fare Electronic Fareboxes	WestCAT: 2 vehicles: Purchase and Install (2) FastFare Electronic Fareboxes	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Contra Costa	CC-170008	17-10-0026	WCCTA	WestCAT Replace (6) 2008 35ft Revenue Vehicles	WCCTA: (6) 2008 Revenue Vehicles: Purchase replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	CC-170009	17-10-0026	WCCTA	WestCAT: Purchase (6) Electronic Fareboxes	WestCAT: For (6) replacement 2008 35 ft revenue veicles: Purchase (6) Electronic Fare boxes	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040

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Contra Costa	CC-170010	17-10-0026	WCCTA	WestCAT Replace 5 35ft and 4 40ft Vehicles	WestCAT: (5) 2007 35ft and (4) 2002 40 ft Revenue vehicles: Purchase replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	CC-170011	17-10-0026	WCCTA	WestCAT: Purchase (9) Electronic Fareboxe	WestCAT: 9 vehicles: Purchase of (9) Electronic Fareboxes	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Contra Costa	CC-170012	17-10-0026	WCCTA	WestCAT - Replace (2) DAR MiniVans	WestCAT: 2 vehicles: Replace MiniVans (2007) with Cut Away DAR vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	CC-170013	17-10-0026	WCCTA	WestCAT: Purchase of (2) Radio Systems	WestCat: Radio systems: Purchase of (2) Radio systems for (2) Cut Away Van's	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Contra Costa	CC-170014	17-02-0003	San Ramon	Iron Horse Trail Bike and Pedestrian Overcrossing	San Ramon: At the intersections of Bollinger Canyon Road and the Iron Horse Trail: Construct bicycle/pedestrian overcrossing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-170020	17-02-0003	CC County	Fred Jackson Way First Mile/Last Mile Connection	In Richmond: On Fred Jackson Way from Grove Avenue to Wildcat Creek Trail: Construct ADA accessible sidewalks with street trees; and from Wildcat Creek to Brookside Dr: Construct pedestrian path and	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-170021	17-02-0003	CC County	Pacheco Blvd Sidewalk Gap Closure Phase 3	In Martinez: Adjacent to Las Juntas Elementary School and across Vine Hill Creek on Pacheco Boulevard: Close a gap in sidewalk infrastructure and extend a 6' x 8' concrete culvert	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-170022	17-02-0005	Concord	Commerce Ave Complete Streets	Concord: Along Commerce Ave: Upgrade street to Complete Streets standards including installing a Class III bike route, reconstruct asphalt pavement , ADA compliant sidewalk improvements, improved	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170024	17-10-0032	BART	El Cerrito del Norte BART Station Modernization	BART: El Cerrito del Norte BART Station: Modernize the station including expanding the station to relieve crowding, improve accessibility, reduce fare evasion, and enhance the customer experience.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Contra Costa	CC-170025	17-10-0022	Walnut Creek	Walnut Creek-N. Main St Rehab - I680 to California	Walnut Creek: North Main Street between the Interstate 680 Overpass and California Boulevard: Rehabilitate Roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170026	17-02-0003	San Ramon	San Ramon Valley Street Smarts	San Ramon Valley: At elementary, middle and high schools: Bicycle, Pedestrian and traffic safety education	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Contra Costa	CC-170027	17-10-0022	CC County	Local Streets and Roads Preservation Project - CCC	Contra Costa County: Various local streets and roads: Pavement preservation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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Contra Costa	CC-170028	17-10-0022	CC County	Kirker Pass Road Open Grade Overlay	Contra Costa County: On Kirker Pass Rd from the Concord City Limits to approximately 140 feet east of the driveway to 6141 Kirker Pass Rd: Pavement rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170029	17-02-0003	CC County	West County Walk and Bike Leaders	Contra Costa County: At 7 high schools in West Contra Costa: Provide comprehensive bicycle and pedestrian education, encouragement, and engagement activities to foster a walk-and-bike-to-school	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Contra Costa	CC-170030	17-10-0022	El Cerrito	Carlson Blvd and Central Ave Pavement Rehab	In El Cerrito: On Central Ave from Santa Clara Ave to San Pablo Ave and Carlson Blvd from Central Ave to the northern city limits: Rehabilitate roadway including existing Class II bike lanes and pedestrian	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170031	17-10-0022	San Pablo	San Pablo - Giant Road Pavement Rehabilitation	San Pablo: Giant Rd between Brookside Dr to Trenton Blvd: Rehabilitate roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170032	17-10-0022	Orinda	Orinda Way Pavement Rehabilitation	Orinda: Orinda Way between cul de sac near Santa Maria Way and Camino Pablo through the Orinda Village downtown district: Perform pavement rehabilitation/maintenance including required upgrades for	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170033	17-10-0022	Lafayette	Pleasant Hill Rd Pavement Rehab & Maintenance	In Lafayette: On Pleasant Hill Rd between Mt Diablo Blvd and Taylor Blvd: Rehabilitate roadway, including adjacent ramp, curb, gutter, and sidewalk repairs.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170034	17-10-0022	Brentwood	Brentwood Various Streets and Roads Preservation	In Brentwood: Various locations: Pavement preservation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170035	17-02-0003	Antioch	Antioch - L Street Pathway to Transit	Antioch: On L Street from Hwy 4 to Antioch Marina: Widen street in various locations and restripe to provide continuous bike lanes and sidewalks, upgrade existing traffic signals, install new bus shelters	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-170036	17-10-0022	Antioch	Antioch Pavement Rehabilitation	In Antioch: On various roadways: Pavement Rehabilitation (Grind/overlay, plug pavement base failures, and/or cape seal) replace concrete curb ramps, curbs and sidewalks, replace traffic signal loops, place	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170037	17-10-0022	Concord	Concord Willow Pass Road Repaving and 6th St SRTS	In Concord: On Willow Pass Rd between Galindo St and San Vicente Dr: Rehabilitate pavement, repair sidewalk, and install ADA curb ramps; On 6th Street between Concord Blvd and nearly Willow Pass	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170038	17-10-0022	Walnut Creek	Ygnacio Valley Road Rehabilitation	Walnut Creek: Ygnacio Valley Rd from Civic Dr to San Carlos Dr: Rehab pavement, striping, adjust covers, ADA upgrades and install video detection at select intersections.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170039	17-02-0003	Concord	Monument Boulevard Class I Path	In Concord: Monument Blvd from Syston Dr to Cowell Rd and Cowell Rd from Monument Blvd to Mesa St: Install a Class I path and related improvements at signalized intersections	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Air Quality Description	Conformity Analysis Year
Contra Costa	CC-170040	17-02-0005	Pittsburg	Pittsburg BART Pedestrian and Bicycle Connectivity	In Pittsburg: On California Ave, Bliss Ave, and Railroad Ave in the vicinity of the Pittsburg Center eBART station: Construct Class I and IV bikeways and associated improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Contra Costa	CC-170041	17-10-0022	Oakley	Oakley Street Repair and Resurfacing	Oakley: Vintage Parkway: Rehabilitate including new curb ramps and striping	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170042	17-10-0022	Pittsburg	City of Pittsburg Pavement Improvements	In Pittsburg: On West Leland Rd from Woodhill Rd to Railroad Ave and on Loveridge Rd from Buchanan Rd to Pittsburg-Antioch Highway: Rehabilitate roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170043	17-10-0022	Hercules	Hercules - Sycamore/Willow Pavement Rehabilitation	In Hercules: Sycamore Ave from Civic Dr to Willow/Palm Ave and Willow Ave from Mariners Pointe to the SR4 overcrossing: Pavement rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170044	17-02-0005	Pleasant Hill	Pleasant Hill Road Improvements	In Pleasant Hill: Along Pleasant Hill Rd between Taylor Blvd and Gregory Ln: Pavement rehabilitation, install new bike lanes, repair sidewalk, modify signals, and landscape medians	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170045	17-10-0022	San Ramon	Alcosta Boulevard Pavement Rehab	In San Ramon: On Alcosta Blvd (southbound and northbound) from Montevideo Drive to Fircrest Lane: Rehabilitate roadway including stripping for class 3 bike path	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170046	17-10-0022	Moraga	Moraga Way and Canyon/Camino Pablo Improvements	Moraga: Moraga Way from Moraga Rd to Ivy Dr: Resurface, close sidewalk gap, and improve bike facilities; Canyon Rd & Camino Pablo intersection: Install crosswalk improvements; Canyon Rd from	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Contra Costa	CC-170047	17-10-0022	Clayton	Clayton Neighborhood Street Rehab	In Clayton: On various neighborhood streets: Pavement maintenance and rehabilitation including replacing pavement markings	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170048	17-10-0022	Pinole	Pinole - San Pablo Avenue Rehabilitation	In Pinole: On San Pablo Avenue from City Limits to Pinole Shores Dr: Rehabilitate roadway and make accessibility upgrades as warranted	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170049	17-02-0003	Pittsburg	Pittsburg Active Transp. and Safe Routes Plan	Pittsburg: Citywide: Identify and prioritize citywide bicycle and pedestrian improvements that would increase safety, accessibility, and connectivity between housing, schools, transit, parks, community	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Contra Costa	CC-170050	17-02-0003	Concord	Downtown Corridors Bike/Pedestrian Improvements	Concord: Various locations: Implement bicycle and pedestrian safety improvements to three corridors connecting Downtown Concord to regional transit, senior housing, and low income communities.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Contra Costa	CC-170051	17-10-0026	CCCTA	CCCTA Replace 42 Ford Cutaways - 22"	CCCTA: 42 Ford Cutaways - 22': Replace vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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Contra Costa	CC-170053	17-10-0026	CCCTA	CCCTA Replace 3 Gasoline 7-Year Paratransit Vans	CCCTA: Fleetwide: Replace paratransit vehicles that have reached the end of the their useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Contra Costa	CC-170056	17-02-0003	Richmond	Lincoln Elementary SRTS Pedestrian Enhancements	Richmond: Along Chanslor, 5th St and 6th St near Lincoln School and at Chanslor Ave and 4th St: Pedestrian enhancements to improve the safety for school children by adding median refuges, curb	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Contra Costa	CC-170057	17-10-0022	Richmond	Richmond: Roadway Preservation and ADA Improvement	Richmond: Various locations: Pavement rehabilitation, and drainage, ADA, bicycle facility, pedestrian safety, and vehicular efficiency improvements	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170058	17-10-0022	Danville	Camino Ramon Improvements	In Danville: On Camino Ramon between Kelley Lane and Fostoria Way: Rehabilitate roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170059	17-10-0023	Martinez	Martinez Downtown Streets Rehabilitation	Martinez: Various streets in the Downtown Core Area (in or adjacent to the Downtown PDA): Pavement Rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Contra Costa	CC-170060	17-10-0032	BART	Concord BART Station Modernization	Concord: In and around the Concord BART Station: Make capacity, access, placemaking, and state-of-good repair, improvements based on BART's 2016 Station Modernization Plan.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Contra Costa	CC-170062	17-02-0051	CCTA	I-680 Advanced Technologies	Contra Costa County: I-680 from the Solano County line to the Alameda County line: Deploy a suite of technology-based solutions to maximize the efficiency of I-680.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2030
Contra Costa	CC-990045	17-02-0001	WCCTA	WestCat: ADA Paratransit Operating Subsidy	WestCAT: Systemwide: ADA Paratransit Operating Subsidy	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Contra Costa	CC-99T001	17-10-0027	CCCTA	CCCTA: ADA Paratransit Assistance	CCCTA: Systemwide: ADA Paratransit Assistance to transit agency.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Marin	MRN030010	17-10-0026	GGBHTD	GGBHTD: Fixed Guideway Connectors	Golden Gate Ferry: Systemwide: Replace/rehab fixed guideway connectors such as floats, floating barges, ramps, and gangways	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Marin	MRN050018	17-10-0009	GGBHTD	Golden Gate Bridge Seismic Retrofit, Phase 3B	SF/Marin County: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction of suspension span, south pier and fender.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
Marin	MRN050019	17-10-0009	GGBHTD	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	Golden Gate Bridge: Build suicide deterrent system. Including design & Environmental analysis, plus analysis of alternatives & wind tunnel tests to ensure the feasibility of designs and build deterrent	EXEMPT (40 CFR 93.126) - Safer non-Federal-aid system roads	2040

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Marin	MRN050025	17-10-0026	GGBHTD	GGBHTD: Facilities Rehabilitation	GGBHTD: Systemwide: Rehabilitate agency's maintenance and operating facilities and replace heavy duty operating and maintenance equipment.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Marin	MRN110010	17-03-0001	Sausalito	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	Sausalito: Highway 101 Off Ramp/Bridgeway/Gate 6 Intersection: Implement bicycle improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN110040	17-10-0026	MCTD	MCTD Preventive Maintenance	Marin Transit: Systemwide: Bus Transit Preventative maintenance	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Marin	MRN110041	17-10-0027	MCTD	Marin Transit Low Income Youth Pass Program	Marin Transit: Systemwide: Provide low-income youth free bus passes. Other local funds are made available for this project by applying STP/CMAQ funding available through the TPI program to	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
Marin	MRN110045	17-10-0026	GGBHTD	GGBHTD: Replace 7 - 40' Diesel Buses	GGBHTD: Seven (7) 40' Diesel Buses: Replace vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MRN110047	17-10-0027	MCTD	MCTD: ADA Paratransit Assistance	MCTD: Systemwide: ADA Paratransit Assistance to transit agency.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Marin	MRN130005	17-03-0016	San Rafael	San Rafael Transit Center Pedestrian Access Imps.	San Rafael: In the vicinity of the Bettini Transit Center and the future SMART station: Upgrade existing traffic signal equipment to be compliant with rail and improve pedestrian facilities	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Marin	MRN130009	17-03-0005	Fairfax	Parkade Circulation and Safety Improvements	Fairfax: Between Sir Francis Drake Boulevard, Pacheco Avenue, Claus Drive and Broadway: Improve bicycle, pedestrian, transit, and vehicular circulation and safety around and through the Parkade in	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2040
Marin	MRN130013	17-03-0001	San Anselmo	Sunny Hill Ridge and Red Hill Trails	In San Anselmo: Near Sunny Hill and Red Hill: Construct three miles of hiking trails	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN130015	17-03-0005	GGBHTD	GGBHTD - Transit Systems Enhancements	GGBHTD: Systemwide: systems, technology and communication enhancements to transit fleet and facilities.	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
Marin	MRN150003	17-03-0005	MCTD	MCTD: On Board Vehicle Equipment	MCTD: Farebox: Install fareboxes on 62 paratransit vehicles and Dial-A-Ride vehicles. Replace fareboxes on 18 fixed route vehicles	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Marin	MRN150005	17-10-0026	GGBHTD	MS Sonoma Ferry Boat Refurbishment	GGBHTD: MS Sonoma: Refurbish 38-year old ferry vessel and lease replacement vessel to continue service while the vessel is in dry dock.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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Marin	MRN150008	17-03-0001	San Rafael	Grand Avenue Bicycle Pedestrian Improvements	San Rafael: Grand Ave accross the San Rafael Canal: Construct bridge and sidewalk improvements for bicyclists and pedestrians	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN150010	17-10-0026	MCTD	MCTD - Relocate Transit Maintenance Facility	In North Eastern Marin County: Relocate contractor maintenance facilities in a centralized location, including bus parking and three maintenance bays.	EXEMPT (40 CFR 93.126) - Construction of new bus or rail storage/maintenance facilities categorically	2040
Marin	MRN150011	17-10-0026	MCTD	MCTD- Replace Shuttle Vehicles	MCTD: 12 shuttle buses: Purchase buses to replace ones that are beyond their useful life	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MRN150012	17-10-0026	MCTD	MCTD - Replace 13 -40ft Buses	MCTD: 13 40ft vehicles: Replace vehicles that are beyond their useful life	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MRN150013	17-10-0026	MCTD	MCTD - Emergency Radio System	MCTD: Fleetwide: Replace radio system on fixed route shuttles and rural service to meet emergency radio requirements.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Marin	MRN150014	17-10-0026	GGBHTD	GGBHTD Ferry Major Components Rehab	GGBHTD: Systemwide: Ferry Rehab, replace major ferry components such as navigation systems, dry-dock, hull, interior, life saving equipment, propulsion and other ferry components.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Marin	MRN150015	17-10-0026	GGBHTD	GGBHTD Ferry Propulsion Systems Replacement	GGBHTD: Systemwide: Ferry propulsion systems- replacement of power distribution systems, propellers, engines, generators, gear boxes, etc. for Golden Gate Ferry vessels.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Marin	MRN150016	17-10-0022	Novato	Vineyard Road Improvements	Novato: Vineyard Road from Wilson Avenue to Sutro Avenue: Perform pavement rehabilitation, install bicycle lanes, and property owner-funded frontage improvements	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	MRN170001	17-10-0023	MTC	Regional Planning Activities and PPM - Marin	Marin: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Marin	MRN170003	17-10-0026	MCTD	MCTD: Replace Paratransit Vehicles	MCTD: 19 Paratransit Vehicles: Replace vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MRN170004	17-10-0026	MCTD	MCTD: Replace Paratransit Vehicles with Vans	MCTD: 3 vehicles: Replace two Paratransit Vehicles with Vans and purchase a third vehicle as a non-revenue support vehicle	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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Marin	MRN170005	17-10-0026	MCTD	MCTD: Replace Rural Cutaway Vehicles	MCTD: Four (4) Rural Cutaway Vehicles: Purchase replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MRN170006	17-10-0026	MCTD	MCTD: Replace Articulated Vehicles	MCTD: System-wide: Replace Articulated Vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MRN170007	17-10-0026	MCTD	MCTD-Replace diesel vehicles	MCTD: 2- 2008 35ft diesel vehicles: Replace vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MRN170008	17-10-0026	GGBHTD	GGBHTD: Replace 67 Diesel Buses with Hybrid Buses	GGBHTD: Systemwide: Routine replacement of 67 standard diesel-powered revenue vehicles that have reached end of useful life with diesel-electric hybrid buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MRN170009	17-10-0026	GGBHTD	GGBHTD: Replace Paratransit Vehicles	GGBHTD: Fleetwide: Replace paratransit vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MRN170010	17-10-0026	GGBHTD	GGBHTD: Purchase 7 Hybrid Buses	GGBHTD: 6 diesel 45' buses: Replace with hybrid 40' buses; purchase 1 additional hybrid 40' bus.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MRN170011	17-03-0001	TAM	North-South Greenway Gap Closure	Marin County: Northern Segment: US101 off-ramp over Corte Madera Creek and along Old Redwood Highway to US101 overcrossing: widen to add bike/ped path. Southern Segment: From Northern	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN170012	17-03-0001	San Rafael	Francisco Boulevard East Sidewalk Widening	In San Rafael: Francisco Blvd East and Grand Ave from Vivian St to Grand Avenue Bridge: Widen existing sidewalk and provide streetscape elements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN170013	17-03-0013	GGBHTD	San Rafael Transit Center Relocation	In San Rafael: San Rafael Transit Center: Relocate the existing San Rafael Transit Center (SRTC) to accommodate the extension of SMART service to Larkspur	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2040
Marin	MRN170016	17-09-0018	San Rafael	Francisco Blvd West Multi-Use Pathway	San Rafael: On Francisco Blvd West between Second St. and Anderson Dr.: Construct a multi-use path.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2020
Marin	MRN170018	17-10-0033	Various	GL: Marin County - TOS-Mobility	Marin County: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 40 CFR Part 93.127 Table 3 categories	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Marin	MRN170019	17-03-0001	Corte Madera	Corte Madera-Paradise Drive Multiuse Path	Corte Madera: Along Paradise Dr. between San Clemente Dr. and Seawolf Passage: Extend multiuse pathway	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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Marin	MRN170020	17-03-0001	San Anselmo	San Anselmo Bike Spine	San Anselmo: In the vicinity of St. Anselm School, Wade Thomas ES, Sir Francis Drake HS, and Brookside ES: Install shared lane markings, roadway striping, school bike route signs, crossing enhancements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN170021	17-10-0022	San Anselmo	Sir Francis Drake Blvd Pavement Rehabilitation	In the Town of San Anselmo: On Sir Francis Drake Boulevard between Center Boulevard/Red Hill Avenue (The Hub) and Bolinas Avenue: Rehabilitate existing roadway pavements and install intersection	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	MRN170022	17-10-0022	Novato	Novato-Measure A Group 10 Pavement Rehabilitation	In the City of Novato: Nave Dr from Alameda Del Prado to Bel Marin Keys Blvd and Bel Marin Keys Blvd from Nave Dr to Galli Dr: Pavement Rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	MRN170023	17-03-0001	Corte Madera	Central Marin Regional Pathway Gap Closure	Corte Madera: On the west side of US 101 along Nellen Ave and Wornum Dr: separated pedestrian and bicycle facilities including protected bikeway, sidewalk and a pedestrian refuge island with walkway,	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN170024	17-10-0026	GGBHTD	Replace 14 - 22' Gas Body-on-Chassis Vehicles	GGBHTD: 14 paratransit vehicles: Routine replacement of paratransit vehicles that have reached end of useful life	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Marin	MRN170026	17-03-0001	Novato	Hill Recreation Area Improvements	Novato: At the Hill Recreation Area: Add a network of bicycle and pedestrian walkways and multi-purpose pathways to preserve and enhance an existing park to increase recreational opportunities	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN170027	17-10-0022	Marin County	Hicks Valley/Marshall-Petaluma/Wilson Hill Rd Rehab	Marin County: Hicks Valley Rd from Point Reyes-Petaluma Rd to Marshall-Petaluma Rd, Wilson Hill Rd from Marshall-Petaluma Rd to Chileno Valley Rd, Marshall-Petaluma Rd from Hicks Valley Rd (milepost	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	MRN170028	17-03-0001	Natl Park Svc	Fort Baker's Vista Point Trail	Golden Gate National Recreation Area: Between the Dana Bowers Vista Point Parking Area and both Fort Baker and Sausalito: Construct the Vista Point Trail, a new multi-use segment of the Bay Trail.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN170029	17-03-0003	Novato	Carmel Open Space Acquisition	Novato: Within the Carmel Open Space: Acquire a private parcel for use as a Priority Conservation Area	EXEMPT (40 CFR 93.126) - Acquisition of scenic easements	2040
Marin	MRN190002	17-10-0023	Novato	Novato Annual Pavement Rehabilitation	Novato: Various streets and roads: Rehabilitate pavement, upgrade pedestrian facilities to meet current accessibility requirements, include striping for Class 2 and Class 3 bicycle facilities. Project is phased.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Marin	MRN190011	17-03-0001	Larkspur	Old Redwood Highway Multi-Use Path	Larkspur: Along Old Redwood Highway from the Greenbrae Pedestrian Overcrossing up to the southern terminus of the pathway in state right-of way: Construct a multi-use pathway	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Marin	MRN970016	17-10-0009	GGBHTD	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	San Francisco /Marin Counties: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction on north and south approach viaducts, and Ft. Point Arch.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040

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Marin	MRN990017	17-10-0026	GGBHTD	GGBHTD: Ferry Channel & Berth Dredging	Golden Gate Ferry: From San Francisco to Marin County: Dredge ferry channel and berth.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Napa	NAP030004	17-10-0027	NVTA	NVTA: ADA Operating Assistance	Napa: Systemwide: ADA operating assistance for paratransit service	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Napa	NAP090005	17-10-0026	NVTA	NVTA: Replace Rolling Stock	NVTA: Fleetwide: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Napa	NAP090008	17-10-0026	NVTA	NVTA Equipment Replacement and Upgrades	NVTA: Napa Vine service area: Replacement and upgrades to transit equipment	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Napa	NAP110014	17-04-0001	NVTA	Napa Valley Vine Trail Design and Construction	Napa County: Various locations: Design and construction of individual segments of Vine Trail.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Napa	NAP110026	17-10-0024	Napa County	Hardin Rd Bridge Replacement - 21C0058	Napa County: On Harding Rd at Maxwell Creek, 1.6M SE of Pope Cyn Rd: Replace existing one lane bridge with new 2-lane bridge to meet standards. Toll credits are used in lieu of match for all phases.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Napa	NAP110027	17-10-0024	Napa County	Loma Vista Dr Bridge Replacement - 21C0080	Napa County: Loma Vista Dr over Soda Creek, 1.4 miles north of Silverado Trail: replace existing one lane bridge with new two lane bridge to meet standards. Toll credits are used in lieu of match for all	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Napa	NAP110028	17-04-0005	Napa	California Boulevard Roundabouts	City of Napa: At First Street/ California Blvd. and Second Street/ California Blvd: Construct roundabouts Caltrans: Construct roundabout at Northbound off-ramp of SR 29 and First Street	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Napa	NAP130004	17-04-0001	Napa	State Route 29 Bicycle & Pedestrian Undercrossing	Napa: On the North side of Napa Creek under Highway 29: Construct a Class 1 bicycle and pedestrian path	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Napa	NAP130008	17-04-0001	Yountville	Hopper Creek Pedestrian Bridge and Path Project	Yountville: Along Hopper Creek from Oak Circle Open Space to Mission St: Construct multi-use pathway and a pedestrian bridge across Hopper Creek	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Napa	NAP150001	17-04-0002	Calistoga	SR 128 and Petrified Forest Intersection Imp	In Calistoga: On SR 128 and Petrified Forest Road, convert 4-way stop controlled intersection to a traffic signal.	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Napa	NAP150003	17-04-0001	NVTA	Napa Valley Vine Trail Calistoga-St. Helena Seg.	In Napa County: From Calistoga to St. Helena: Construct multi-use trail	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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Napa	NAP170001	17-10-0023	MTC	Regional Planning Activities and PPM - Napa	Napa: Countywide: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Napa	NAP170002	17-10-0022	Napa County	Napa County: 2014 Earthquake Pavement Repair	In Napa County: On various federal-aid system roads: Repair pavement damage caused by 2014 earthquake.	EXEMPT (40 CFR 93.126) - Repair of damage caused by natural disasters, civil unrest, or terrorist acts,	2040
Napa	NAP170004	17-04-0001	NVTA	Napa County Safe Routes to Schools	Napa County: County-wide: Safe Routes to Schools Program, Non-Infrastructure	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Napa	NAP170005	17-04-0003	Saint Helena	Main Street St. Helena Pedestrian Improvements	Saint Helena: Along Main Street (SR29) from Mitchell Dr to Pine St: Replace and upgrade pedestrian facilities and install traffic calming devices	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Napa	NAP170006	17-04-0001	American Canyon	Green Island Road Class I	American Canyon: Green Island Road in the Green Island Industrial District (GRID): Construct new Class 1 multi-use trail.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Napa	NAP170007	17-04-0001	Napa	Vine Trail Gap Closure - Soscol Avenue Corridor	Napa: Between Third St and Vallejo St in Downtown Napa: Construct a Class I multi-use trail to close a gap in the Napa Valley Vine Trail	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Napa	NAP170008	17-10-0022	Napa County	Silverado Trail Phase L Rehab	Napa County: On Silverado Trail from Oak Knoll Ave to Hardman Ave: Rehabilitate existing asphalt concrete pavement, retain existing Class II bicycle lanes, replace existing rumble dots (audible pavement)	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Napa	NAP170009	17-04-0005	Napa	Silverado Trail Five-Way Intersection Improvements	In City of Napa: At the intersection of Silverado Trail, Third St, Coombsville Rd, and East Ave: Construct roundabout	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Napa	NAP970010	17-10-0027	NVTA	Napa Vine Operating Assistance	Napa Vine: Systemwide: Operating assistance to support transit routes and services.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional / Multi-County	BRT030004	17-10-0005	BART	BART Train Control Renovation	BART: Systemwide: Replace obsolete elements and subsystems of the train control system.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2030
Regional / Multi-County	BRT030005	17-10-0005	BART	BART: Traction Power System Renovation	BART: Systemwide: Replace obsolete elements and subsystems of the traction power system to maintain and improve reliability and safety	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2030
Regional / Multi-County	BRT97100B	17-10-0026	BART	BART: Rail, Way and Structures Program	BART: Systemwide: Replace worn out mainline rail and make other timely reinvestments in way.	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040

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Regional / Multi-County	BRT99T01B	17-10-0005	BART	BART:ADA Paratransit Capital Accessibility Improve	BART: At various stations: Capital Access Improvements Program including, station elevator improvements, installation of hands-free emergency telephones, and tactile stair tread replacement	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2030
Regional / Multi-County	MTC050001	17-10-0015	MTC	Bay Area Commuter Benefits Program	San Francisco Bay Area: Region wide: Implement the Bay Area Commuter Benefits Program. Toll credits applied in lieu of match	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
Regional / Multi-County	REG050020	17-10-0026	BART	BART Car Exchange (Preventive Maintenance)	BART: Systemwide: Preventive maintenance program, including maintenance of rail cars and other system components in exchange for local funds to the BART car replacement reserve.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Regional / Multi-County	REG090039	17-10-0022	MTC	Regional Streets and Roads Program	SF Bay Area: Regionwide: Regional Streets and Roads Program including providing assistance to Bay Area agencies to implement & maintain computerized pavement management system (PMS),	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Regional / Multi-County	REG090042	17-10-0029	MTC	511 Traveler Information	SF Bay Area: Regionwide: Provides multimodal, accurate, reliable, and accessible traveler information on multiple dissemination platforms, serves as the go-to source during major disruptions and	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
Regional / Multi-County	REG090045	17-10-0028	MTC	Clipper Fare Collection System	San Francisco Bay Area: Regionwide: Design, build, operate and maintain the Clipper fare collection system. Note: Translink became Clipper on 6/16/10.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Regional / Multi-County	REG090051	17-10-0026	Caltrain	Caltrain: Revenue Vehicle Rehab Program	Caltrain: Systemwide: Provide overhauls and repairs/replacements to key components of the Caltrain rolling stock to maintain it in a state of good repair.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Regional / Multi-County	REG090054	17-10-0026	WETA	WETA: Ferry Channel & Berth Dredging	WETA: Various service areas: Dredge ferry channel, ferry basin and berth	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
Regional / Multi-County	REG090055	17-10-0026	WETA	WETA: Ferry Propulsion System Replacement	WETA: Fleetwide: A mid-life overhaul is scheduled when a ferry reaches approximately 12.5 years of service life. Equipment service hours and specific vessel needs may affect the timing of the projects.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Regional / Multi-County	REG090057	17-10-0026	WETA	WETA: Ferry Major Component Rehab/Replacement	WETA: Fleetwide: Rehabilitate and/or replacement major ferry components including shafts, propellers, navigation systems, onboard monitoring and alarm systems, interior components, boarding	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Regional / Multi-County	REG090067	17-10-0026	WETA	WETA: Fixed Guideway Connectors	WETA: Various locations: This project will replace/rehab fixed guideway connectors such as floats, floating barges, ramps and gangways throughout the system.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040

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Regional / Multi-County	REG110020	17-10-0026	WETA	WETA: Facilities Rehabilitation	WETA: Various Locations: Rehabilitate ferry facilities in order to maintain existing transit services.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Regional / Multi-County	REG110030	17-10-0008	Caltrain	Caltrain Positive Train Control System	Caltrain: Systemwide: Implement PTC, an advanced train control system that allows for automated collision prevention, and improved manual collision prevention.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
Regional / Multi-County	REG110039	17-10-0011	MTC	GL: 5307 JARC Set-aside FY13-FY14 Large UA	GL: 5307 JARC Set-aside FY13 Large UA. Various 5307 (former JARC) projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional / Multi-County	REG110041	17-10-0027	Caltrans	GL: FTA Non-Urbanized Formula Program	GL: FTA Section 5311 Non-Urbanized Formula Program, Non-ITS portion. Projects include capital and operating assistance, capital and preventive maintenance. Projects consistent with 40 CFR Part 93.126,	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional / Multi-County	REG110044	17-10-0026	ACE	ACE Positive Train Control	ACE: System-wide: Install an advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Regional / Multi-County	REG130001	17-10-0024	MTC	Toll Bridge Maintenance	Region-wide: Seven state-owned toll bridges: routine maintenance of bridge facilities	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
Regional / Multi-County	REG130002	17-10-0024	MTC	Toll Bridge Rehabilitation Program	Bay Area: On 7 state-owned toll bridges: Rehabilitation program	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
Regional / Multi-County	REG130005	17-10-0011	MTC	Bay Area Housing Initiatives	SF Bay Area: Regionwide: Establish land acquisition and land banking financing fund and Bay Area Preservation Pilot to maximize the production and preservation of affordable housing near transit stations;	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Regional / Multi-County	REG150002	17-10-0027	Caltrans	GL: FTA 5311 Rural Area FY15	GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional / Multi-County	REG150004	17-10-0011	MTC	GL: Lifeline Cycle 4 5307 JARC	GL: 5307 JARC Set-aside FY13 Small UA and FY14-FY16 Large and Small UA. Various 5307 (former JARC) projects in large and small urbanized areas. Project is consistent with 40 CFR Part 93.126 Exempt	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional / Multi-County	REG150005	17-10-0011	BART	Transit-Oriented Development Pilot Planning Progra	Oakland and San Francisco: Around BART Stations: Develop a comprehensive TOD strategy that fills the remaining gaps in transportation management and development implementation in the Transbay	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040

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Regional / Multi-County	REG170001	17-10-0023	MTC	Regional Planning Activities and PPM - MTC	Regional: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Regional / Multi-County	REG170002	17-10-0013	MTC	Connected Bay Area	SF Bay Area: Regionwide: Implement a collective approach to freeway operations and management, including communications network building, and traffic management systems and software; Along the I-	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Regional / Multi-County	REG170003	17-10-0029	MTC	511 Carpool and Vanpool Programs	SF Bay Area: Regionwide: Operate Carpool and Vanpool Programs. Toll credits applied in lieu of match; non-federal funds are non-participating	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
Regional / Multi-County	REG170006	17-10-0015	MTC	Spare the Air Youth	Regional: Education and Outreach: Program designed to reduce greenhouse gas emissions and vehicle miles traveled through education and encouragement programs for youth and families.	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Regional / Multi-County	REG170007	17-10-0013	MTC	Incident Management Program	SF Bay Area: Regionwide: Manage congestion by implementing strategies to enhance mobility and safety, and reduce the impacts of traffic incidents, including advanced transportation management	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Regional / Multi-County	REG170008	17-01-0002	BART	BART Integrated Carpool to Transit Access Program	BART: Systemwide: Program to better integrate carpool access to public transit by matching carpools through an app. The app facilitates carpool matching, payment, and parking space reservation at the	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
Regional / Multi-County	REG170009	17-10-0005	BART	BART Train Seat Modification	BART: On up to 360 existing BART cars: Remove 7 seats to provide immediate relief for passengers in the peak period commute hours	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2030
Regional / Multi-County	REG170010	17-10-0033	MTC	Reg. Prog. for Arterial System Synchronization	SF Bay Area: Regionwide: Develop plans to guide arterial system integration and operations investments, and provide project management and traffic engineering/tech assistance (including procuring traffic	EXEMPT (40 CFR 93.128) - Traffic signal synchronization projects	2040
Regional / Multi-County	REG170013	17-10-0029	MTC	511 Next Gen	SF Bay Area: Regionwide: Provide free multi-modal traveler information via multiple platforms. Given the public's increasing reliance on private sector services, 511 will focus on being a data provider to	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
Regional / Multi-County	REG170014	17-10-0033	MTC	Active Operations Management	SF Bay Area: Regionwide: Planning and design assessments of various multi-modal operational projects and policies.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Regional / Multi-County	REG170016	17-10-0021	MTC	Regional Planning - PDA Implementation	SF Bay Area: Regionwide: Planning Assistance to support transportation investments and improve their performance in priority development areas.	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040

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Regional / Multi-County	REG170018	17-10-0033	MTC	Connected & Automated Vehicles	SF Bay Area: Regionwide: Deploy demonstration CV/AV technologies to prepare the region for future connected and automated vehicles and support strategies, including technical assistance. Toll credits	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Regional / Multi-County	REG170019	17-10-0015	BAAQMD	Spare the Air	San Francisco Bay Area: Region-wide: Spare the Air Campaign - Inform/educate the public about ozone problems, notify when Spare the Air days are called and encourage use of transit, ridesharing, etc	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional / Multi-County	REG170020	17-10-0015	BAAQMD	Electric Vehicle Programs and Outreach	San Francisco Bay Area: Inform/educate the public about electric vehicles, infrastructure and purchasing programs.	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Regional / Multi-County	REG170021	17-10-0015	BAAQMD	Electric Vehicle Infrastructure/Vehicle Buyback	SF Bay Area: Regionwide: Install EV charging stations along transportation corridors, at workplaces, MUDs and park and ride lots. Scrap operable 1994 and older vehicles and provide funding for EV	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
Regional / Multi-County	REG170022	17-10-0028	MTC	Clipper® 2.0 Fare Payment System	SF Bay Area: Regionwide: Implement a wholesale replacement of the Clipper backend system and all customer facing fare devices, modernization of retail and customer service, and expansion of ways to	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Regional / Multi-County	REG170023	17-10-0016	MTC	TCP Financing Repayment Obligations	SF Bay Area: Regionwide: Repayment of principal balance and interest costs associated with securitization of future FTA formula fund apportionments. Also references RTP IDs 17-10-0006 and 17-10-	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Regional / Multi-County	REG170024	17-10-0033	MTC	Bay Bridge Forward-Commuter Parking Initiative O&M	Albany and Oakland: I-80/Buchanan Ave, I-880/High St, and I-880/Fruitvale: operations and maintenance of commuter parking facilities	EXEMPT (40 CFR 93.126) - Continuation of ride-sharing and van-pooling promotion activities at	2040
Regional / Multi-County	REG170025	17-10-0011	MTC	Community Based Transportation Planning	SF Bay Area: Regionwide: Develop and/or update locally-led plans to address the mobility needs of low-income household's in the region's 35 Communities of Concern (CBTP)	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Regional / Multi-County	REG170027	17-10-0015	MTC	Targeted Transportation Alternatives	SF Bay Area: Region-wide: Implement a digitally-based personalized travel assistance program that provides targeted audiences with travel information to shift from solo driving to sustainable forms of	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Regional / Multi-County	REG170028	17-10-0015	MTC	Regional Car Sharing	SF Bay Area: Region-wide: Implement strategies to grow carsharing in the Bay Area including developing policies and regulations, increasing the number of carshare vehicles, developing incentives and	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Regional / Multi-County	SM-050041	17-10-0026	Caltrain	Caltrain: Signal/Communication Rehab. & Upgrades	Caltrain: Systemwide: Rehabilitate existing signal system and upgrade/replace communication equipment.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040

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Regional / Multi-County	VAR150001	17-10-0027	MTC	GL: FTA 5311 Rural Area FY16	GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional / Multi-County	VAR170002	17-10-0025	Caltrans	GL: Highway Safety Improvement Program	GL: Safety Imprv - Highway Safety Improvement Program: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	EXEMPT (40 CFR 93.126) - Highway Safety Improvement Program implementation	2040
Regional / Multi-County	VAR170004	17-10-0025	Caltrans	GL: Pavement Resurfacing/Rehab SHS - Highway Maint	GL: Pavement Resurf/Rehab State Highway System - Highway Maintenance. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Regional / Multi-County	VAR170005	17-10-0013	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	- SF Bay Area: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Regional / Multi-County	VAR170006	17-10-0025	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Regionwide: Various Locations: Projects consistent with 40CFR93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Regional / Multi-County	VAR170007	17-10-0025	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories	EXEMPT (40 CFR 93.126) - Guardrails, median barriers, crash cushions	2040
Regional / Multi-County	VAR170008	17-10-0025	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories	EXEMPT (40 CFR 93.126) - Repair of damage caused by natural disasters, civil unrest, or terrorist acts,	2040
Regional / Multi-County	VAR170009	17-10-0025	Caltrans	GL: Safety Improvements - SHOPP Mandates	- Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Regional / Multi-County	VAR170010	17-10-0025	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
Regional / Multi-County	VAR170011	17-10-0025	Caltrans	GL: Shoulder Imprv - SHOPP Roadside Preservation	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Fencing, Safety roadside rest areas	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040
Regional / Multi-County	VAR170012	17-10-0024	Caltrans	GL: Bridge Rehab/Recon. Local Hwy Bridge Program	GL: Local Bridge Rehab/Recon. - Local Highway Bridge Program(HBP) or Highway Bridge Replacement and Rehabilitation (HBRR). Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories.	EXEMPT (40 CFR 93.126) - Widening narrow pavements or reconstructing bridges (no additional travel	2040
Regional / Multi-County	VAR170014	17-10-0033	MTC	Bay Bridge Forward - Integrated Bridge Corridor	Alameda County: Deploy ITS that integrate with SFOBB toll bridge metering lights system and Smart I-80 to improve traffic flow and information dissemination for users of the I-80, I-580, and I-880 bridge	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040

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Regional / Multi-County	VAR170017	17-10-0025	Caltrans	GL: Railroad-Highway Crossing	GL: Railroad/Highway Crossings. Projects are consistent with 40 CFR 93.126 Exempt Tables 2 categories - Railroad/highway crossing	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2040
Regional / Multi-County	VAR170018	17-10-0026	MTC	GL: FTA 5311 Rural Area FY17	GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional / Multi-County	VAR170019	17-10-0026	MTC	GL: FTA 5311 Rural Area FY18	SF Bay Area: Regionwide: GL FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional / Multi-County	VAR170020	17-10-0027	MTC	GL: FTA Section 5310 Program FY15, FY16 and FY17	Region-Wide: Eld. & persons with Disabilities. Prog Lump Sum Listing; Project incl. Veh. replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional / Multi-County	VAR170024	17-01-0001	MTC	Bike Share Capital Program	Fremont, Richmond, and Marin and Sonoma Counties, along the SMART Corridor: Various Locations: Implement bike / bicycle sharing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Regional / Multi-County	VAR170025	17-10-0011	MTC	GL: Lifeline Transportation Program Cycle 5	SF Bay Area: Region-wide: 5307 Lifeline set-aside from FY17 and FY18 Large and Small UA. Various 5307 Lifeline projects in large and small urbanized areas. Project is consistent with 40 CFR Part 93.126	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2040
Regional / Multi-County	VAR170026	17-10-0026	MTC	GL: FTA 5311 Rural Area FY19 and FY20	GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Regional / Multi-County	VAR190001	17-10-0025	Caltrans	GL: Pvmr Resurf/Rehab State Hwy Sys - SHOPP Minor	GL: Pavement Resurf/Rehab State Hwy System - SHOPP Minor. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Regional / Multi-County	VAR190002	17-10-0021	BART	BART: TOD Implementation	Alameda, Contra Costa, San Francisco Counties: On BART property in BART station areas: Planning assistance to support transit oriented development	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
San Francisco	SF-030013	17-10-0026	SFMTA	SFMTA: Wayside Fare Collection Equipment	SFMTA: Systemwide: Replacement of life-expired fare collection equipment.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
San Francisco	SF-050014	17-05-0010	BART	BART/MUNI Direct Connection Platform	BART/MUNI: Powell Street Station: Provide a direct connection between BART & MUNI.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	SF-050024	17-10-0026	SFMTA	SFMTA:Train Control & Trolley Signal Rehab/Replace	SFMTA: Systemwide: Rehabilitate or replace elements of the ATCS Wayside/Central Train Control & Rail/Bus Signal Systems.	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
San Francisco	SF-070027	17-10-0024	SF County TA	Yerba Buena Island (YBI) Ramp Improvements	San Francisco: Existing on and off ramps at the Yerba Buena Island (YBI) interchange at US I-80: Reconst ramps; On the west side of the Island: Rehabilitate existing deficient bridges.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040

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San Francisco	SF-070029	17-10-0017	TBJPA	Transbay Transit Center - TIFIA Loan Debt Service	San Francisco, Transbay Transit Center: TIFIA Loan debt service for Phase 1 & 2. Update annual debt service amounts based on TIFIA loan agreement.	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
San Francisco	SF-090011	17-05-0028	SF County TA	Oakdale Caltrain Station	San Francisco: Oakdale near Palou: Planning, preliminary engineering, and environmental work for a new Caltrain station and transit service adjustments to serve station.	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
San Francisco	SF-090035	17-10-0026	SFMTA	SFMTA: Paratransit Vehicle Replacements	SFMTA: Paratransit service across San Francisco: preserve service and replace 84 paratransit vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Francisco	SF-110005	17-10-0022	SF DPW	Great Highway Restoration	San Francisco: Great Highway From Sloat to Skyline Hwy: Ph 1. Restore and stabilize roadway, stop bluff slides, and protect infrastructure. Phase 2. Implement road diet by closing remaining SB lane and	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Francisco	SF-110053	17-10-0026	WETA	WETA: Replace Ferry Vessels	WETA: All existing ferry vessels for WETA: Replace vessels when they reach the end of their useful life of 25 years	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Francisco	SF-130010	17-05-0030	SF County TA	Construct Treasure Island Bus Terminal Facility	San Francisco: Treasure Island: Construct Treasure Island Bus Terminal Facility	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2030
San Francisco	SF-150001	17-05-0003	SF DPW	John Yehall Chin Safe Routes to School	In San Francisco: 5 intersections near 350 Broadway Street: Construct curb extensions. □	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	SF-150005	17-10-0026	SFMTA	SFMTA - Replacement of 40' Motor Coaches	SFMTA: 40' Neoplan Buses: Replace 40' Neoplan Buses originally in service in 2002 with (85) 40'hybrid buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Francisco	SF-150006	17-10-0026	SFMTA	SFMTA Replacement of 60' Motor Coaches	SFMTA: 60' Neoplan Buses: Replace 98 60' Neoplan Buses diesel buses originally in service in 2002 with 98 60' hybrid buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Francisco	SF-150007	17-10-0026	SFMTA	SFMTA Farebox Replacement	SFMTA: Systemwide: Refurbish or purchase existing fareboxes and necessary support equipment to improve reliability, functionality, and the overall customer experience.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
San Francisco	SF-150013	17-05-0009	SF County TA	SB I-280 Off-Ramp at Ocean Ave Realignment	San Francisco: I-280/Ocean Avenue Interchange: Realign the southbound I-280 off-ramp to Ocean Avenue into a T intersection with a new signal on Ocean Avenue	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2040
San Francisco	SF-150017	17-05-0003	SFDPH	SF Safe Routes to School 2017-2019	San Francisco: Citywide: Implement a pilot proposal that includes innovative educational, encouragement, and evaluation activities and deliverables to increase safe walking and biking by schoolchildren	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040

*Projects with conformity analysis year 2040 reference programatic projects or projects with a completion date after 2030 in Plan Bay Area 2040

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County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Air Quality Description	Conformity Analysis Year
San Francisco	SF-170002	17-10-0023	MTC	Regional Planning Activities and PPM - SF County	San Francisco: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
San Francisco	SF-170003	17-10-0033	MTC	Bay Bridge Forward-Sterling/Bryant St Managed Lane	Sterling/Bryant St. and Regionwide: Pilot Vehicle Occupancy Detection (VOD) technology and increased CHP enforcement at Sterling and other pilot sites, support planned HOV lanes to bridge; convert HOV	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
San Francisco	SF-170004	17-10-0026	SFMTA	SFMTA: Replacement of 40' Trolley Coaches	SFMTA: Systemwide: Purchase 40' replacement trolley coaches for the existing aging coaches.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Francisco	SF-170006	17-05-0001	SFMTA	SFMTA: Station-area Ped and Bike Access Improvemnt	SFMTA: Citywide: Reconfigure station areas to provide pedestrians and bicyclists more space to improve access	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	SF-170008	17-10-0026	SFMTA	SFMTA: Replace 35 Paratransit Cutaway Vans	SFMTA: 35 vehicles: Replace 35 paratransit cutaway vans	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Francisco	SF-170012	17-05-0014	Port of SF	Cargo Way and Amador Street Improvements	In San Francisco: On Cargo Way from Jennings to 3rd Street and Amador Street from Illinois Street to 2,300 ft. east: design and construct a complete street project.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2030
San Francisco	SF-170014	17-05-0001	SFMTA	SF - Powell Street Safety Improvement	In SF: Powell Street from Ellis to Post: Improve pedestrian safety and reduce sidewalk crowding to encourage more people to walk, especially to jobs.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Francisco	SF-170016	17-10-0005	BART	Embarcadero Stn: New North-Side Platform Elevator	San Francisco: Embarcadero BART: Procure and install a new elevator on the east end of the station, expand paid area to include the new elevator, dedicate existing elevator to Muni use 100%, project is	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2030
San Francisco	SF-170017	17-05-0003	SFMTA	Vision Zero SF: Safer Intersections	San Francisco Citywide: Education and outreach program targeting unsafe left turns in intersections.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
San Francisco	SF-170018	17-10-0026	SFMTA	SFMTA: 60' Motor Coach Mid-Life Overhaul	SFMTA: Existing 60' New Flyer motor coaches: Mid-life overhaul	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
San Francisco	SF-170019	17-10-0026	SFMTA	SFMTA: 40' Motor Coach Mid-Life Overhaul	SFMTA: Existing New Flyer 40' motor coaches: Rehabilitate/conduct mid-life overhaul.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
San Francisco	SF-170020	17-10-0026	SFMTA	SFMTA: Replacement of 30' Motor Coaches	SFMTA: Fleetwide: Replace the Orion 30' renewable diesel electric hybrid vehicles that were procured in year 2007.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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San Francisco	SF-170021	17-10-0026	SFMTA	SFMTA: Rehab Historic Streetcars	SFMTA: Fleet of historic streetcars: Rehabilitate vehicles	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
San Francisco	SF-170022	17-10-0026	GGBHTD	GGBHTD: Replace 2 Paratransit Vehicles	GGBHTD: 2 Paratransit Vehicles: Purchase replacement vehicles	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Francisco	SF-170023	17-05-0003	SFMTA	SF Safe Routes to School Non-Infrastructure	San Francisco: Citywide: Coordinate school transportation services, including planning, operations, education and outreach, and capital improvement. It will reduce automobile trips and improve the safety	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
San Francisco	SF-190001	17-05-0010	SFMTA	Woods Bus Facility Modernization	San Francisco: Woods Bus Facility: Modernize and upgrade a 43-year old facility that houses and maintains vehicles.	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
San Francisco	SF-190002	17-05-0007	SFMTA	L-Taraval - SGR Project Elements	SFMTA: Along L Taraval Line from near West Portal to La Playa: Replace track and related way infrastructure	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
San Francisco	SF-190003	17-05-0007	SFMTA	Muni Metro East Facility - Boiler Replacement	SFMTA: At the Muni Metro East Facility: Replace the boiler and air-conditioning units	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
San Francisco	SF-190004	17-05-0007	SFMTA	SFMTA-Facilities Condition Assessment Repairs	SFMTA: Facilities Systemwide: Implement Facilities Deferred Maintenance Program repairs to address backlogged State of Good Repair investments	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
San Francisco	SF-190005	17-05-0004	SFMTA	6th Street Pedestrian Safety Improvements	San Francisco: On 6th St between Market St and Harrison St: Implement pedestrian safety improvements in the corridor including removing one lane of vehicle travel	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
San Francisco	SF-190006	17-05-0030	TIMMA	Treasure Island Ferry Terminal Landside Improvements	San Francisco: On Treasure Island at the new Treasure Island Intermodal Terminal: Construct land-side improvements	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks	2030
San Francisco	SF-95037B	17-10-0026	SFMTA	SF Muni Rail Replacement Program	SFMTA: Systemwide: Phased design and replacement of trackway, rail replacement, grinding, ultrasonic testing, track fastener, special trackwork, and related systems serving light rail and cable car lines.	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
San Francisco	SF-970073	17-10-0026	SFMTA	SFMTA: Cable Car Vehicle Renovation Program	SFMTA: Cable car fleet: Overhaul and reconstruct the cable car fleet to maintain system reliability and productivity. Project is phased.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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San Francisco	SF-970170	17-10-0026	SFMTA	SFMTA: Overhead Line Recon. & Traction Power Prog	SFMTA: Systemwide: Improve Trolley Poles, Overhead Contact System, Rail Traction Power that provides power to Muni, based on evaluation of the Muni Track and Traction Power Condition Assessment,	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
San Francisco	SF-990022	17-05-0002	SFMTA	SFMTA: ADA Paratransit operating support	Muni: ADA Paratransit Operating Subsidy.; provides funding for increased van/taxi services to people with disabilities who are prevented from using Muni's fixed route services.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
San Francisco	SF-99T002	17-10-0026	SFMTA	Cable Car Traction Power & Guideway Rehab	SFMTA: Cable Car System: Traction power and guideway rehab-repair various guideway, track curves, frogs, sheaves, replace Barn 12KV, switchgear, DC Motor, mechanical and infrastructure to improve the	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
San Mateo	SF-010028	17-10-0008	Caltrain	Caltrain Electrification	Caltrain: From San Francisco to Gilroy: Electrification of the caltrain corridor from San Francisco to Tamien, including catenary poles, wires, power supply, track and signals, and Electric Multiple Units	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2030
San Mateo	SM-010047	17-06-0014	Menlo Park	US 101 / Willow Road Interchange Reconstruction	Menlo Park: US 101 at Willow Road Interchange: Reconstruct and reconfigure interchange (No additional travel lanes).	EXEMPT (40 CFR 93.127) - Changes in vertical and horizontal alignment	2020
San Mateo	SM-030023	17-10-0026	SamTrans	SAMTRANS: Preventive Maintenance	SamTrans: Fleetwide: Preventative maintenance program	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
San Mateo	SM-03006B	17-10-0026	Caltrain	Caltrain: Systemwide Track Rehab & Related Struct.	Caltrain: Systemwide: Rehabilitate and replace existing track, track structures and related civil infrastructure	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
San Mateo	SM-050005	17-10-0026	BART	BART: Preventive Maintenance	BART: Systemwide: Preventive Maintenance	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
San Mateo	SM-050040	17-10-0027	Caltrain	Caltrain: ADA Operating Set-aside	Caltrain: Systemwide: Set-aside for ADA needs	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
San Mateo	SM-050053	17-06-0001	Millbrae	US 101 Millbrae Ave Bike/Ped Bridge	Millbrae: Across US 101 north of and adjacent to the existing Millbrae Avenue bridge; Construct a new 10-ft wide Class 1 mixed-use bike/ped overcrossing.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-070002	17-06-0006	CCAG	San Mateo Countywide ITS Improvements	San Mateo County: County-wide; ITS improvements at various locations in San Mateo County.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
San Mateo	SM-070004	17-06-0003	East Palo Alto	Bay Rd Bicycle/Ped Improvements Phase II & III	E. Palo Alto: On Bay Rd btw Clarke/Illinois & Tara Rd (Ph II) & btw Tara Rd & Bay Trail (Ph. III);Improvements including resurface, streetscape, bike lanes, & other improvements.HPP #706 (remainder	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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San Mateo	SM-070006	17-06-0005	East Palo Alto	US 101 University Ave Interchange Improvements	E. Palo Alto: On University Ave across US 101 btw Woodland Ave and Donahoe St: Construct Bike Lane, modify NB and SB off-ramps and intersections with overcrossing with no new lanes for off-ramps. HPP	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-070049	17-10-0026	SamTrans	SAMTRANS Facility/Equipment Rehab/Replacement	SAMTRANS: Systemwide: Operating/maintenance facility/equip rehab/replacement, including the provision of facility improvements for admin, maintenance, and operations at the Central Administrative	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
San Mateo	SM-110022	17-06-0002	CCAG	San Mateo County SR2S Program	San Mateo County: Countywide: Provide modularized safe routes to school programs and projects that focuses on education, encouragement, evaluation and enforcement components to all interested	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
San Mateo	SM-110047	17-06-0019	San Mateo	SR92/El Camino Real (SR82) Ramp Modifications	San Mateo: At the SR92/El Camino Real (SR82) interchange: Modify existing on/off rampsto improve the ingress and egress of the interchange.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2020
San Mateo	SM-110065	17-06-0005	Redwood City	Middlefield Rd and Woodside Rd Intersection Improv	In Redwood City: At the intersection of Middlefield Rd and Woodside Rd: modify intersection to provide pedestrian facilities.	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
San Mateo	SM-130003	17-06-0001	SSF	SSF Citywide Sidewalk Gap Closure Project	South San Francisco: Various Streets: closes gaps in the existing pedestrian infrastructure	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130013	17-06-0003	SSF	SSF Grand Blvd Chestnut to Arroyo	SSF: El Camino Real between Chestnut Ave/Westborough Blvd to Arroyo Ave: Design and construct improved pedestrian crossings with corner bulbouts, median refuges, expanded bus stop areas and new	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130016	17-06-0003	Pacifica	Palmetto Avenue Streetscape	Pacifica: Palmetto Avenue from Bella Vista Avenue to Clarendon Road: Pavement rehabilitation and pedestrian sidewalk improvements.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130019	17-06-0001	San Bruno	San Bruno Ave Street Medians Improvements	San Bruno: San Bruno Ave from Elm Ave to I-280: Implement pedestrian improvement including curb ramps, speed radar display signs, demolish existing landscape and replace and replace existing spray	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130020	17-06-0001	San Mateo	San Mateo Citywide Crosswalk Improvements	City of San Mateo: Various locations citywide: Install new high visibility crosswalks or upgrade existing crosswalks	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130022	17-06-0003	Redwood City	Middlefield Road Bicycle / Ped Improvements	In Redwood City: on Middlefield Road between Main Street and Woodside Road: Modify roadway and utilities as needed to widen sidewalks and improve bike and pedestrian amenities. No vehicle travel	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130026	17-10-0026	Caltrain	Caltrain Control Point Installation	Caltrain: On the mainline in San Carlos: Install a new control point (rail crossover)	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040

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San Mateo	SM-130028	17-06-0001	East Palo Alto	US-101 Pedestrian/Bicycle Overcrossing	East Palo Alto: Between Clarke Avenue and Newell Road: Install a Pedestrian/Bicycle Overcrossing of US-101 to connect the west-side with the east-side of East Palo Alto for safe pedestrian/bicycle access.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130029	17-06-0002	BART	Daly City BART Station Intermodal Improvements	Daly City: At Daly City BART Station: Improve transit operations; pedestrian & bicycle access; and safety & patron experience	EXEMPT (40 CFR 93.127) - Bus terminals and transfer points	2040
San Mateo	SM-130030	17-06-0003	SSF	SSF Grand Blvd Improvements Kaiser Way to McLellan	South San Francisco: Along El Camino Real between Kaiser Way and McLellan Drive: Implement bike and pedestrian enhancements, street trees, rain gardens and median landscaping as well as	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
San Mateo	SM-130031	17-06-0001	SF City/County	Southern Skyline Blvd. Ridge Trail Extension	San Mateo County: On the east side of SR-35 "Upper Skyline Blvd" between the intersection of Hwy 92 and Hwy 35 southward approximately 6 miles to the SFPUC Peninsula Watershed: Construct Southern	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-130032	17-06-0001	San Mateo Co	Midcoast Multi-Modal Trail	San Mateo County: On Highway 1 from Mirada Road in Miramar to Coronado Street in El Granada: Construct 4,537 feet of multi-use trail.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-150002	17-06-0002	San Mateo	City of San Mateo SR2S Program	City of San Mateo: Within a 0.1 to 0.5 mile radius around each of the 15 elementary and middle schools in the City: Develop and Implement a Safe Routes to School Program	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-150010	17-10-0026	SamTrans	SamTrans - Replacement of Cutaway Buses	SamTrans: REDI-Wheels Paratransit service: Purchase replacement cutaway buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Mateo	SM-150011	17-10-0026	SamTrans	SamTrans - Purchase of Replacement Minivans	SamTrans: Purchase ten new replacement minivans used for ADA Paratransit service	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
San Mateo	SM-150012	17-06-0001	Daly City	Daly City Central Corridor Bike/Ped Safety Imprmnt	In Daly City: On Junipero Serra Blvd and Eastmoor Ave/San Pedro Rd/E Market St/Guad Cyn Pkwy: Install bike and ped improvements; In Daly City/Uninc San Mateo County: On west side of Mission St/EI	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-150013	17-06-0002	San Mateo Co	RWC 2020 Sustainable Transportation Encouragement	San Mateo County: In and around Redwood City: Safe Routes to School walk and bike audits, encouragement and education programs and community-wide transportation mode share change evaluation.	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
San Mateo	SM-150014	17-06-0002	San Mateo County	Safe Routes to School for Health and Wellness	San Mateo County: Countywide: Implement a non-infrastructure educational program to increase the number of children who bike and walk to school with a focus on long term sustainability. Other State	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
San Mateo	SM-150015	17-06-0001	SSF	SSF Linden/Spruce Ave Traffic Calming Improvements	In South San Francisco: On Linden Avenue from California Ave to Miller Avenue and on Spruce Ave from Maple Ave to Lux Ave: install pedestrian/bicycling safety improvements including a class 3 bikeway.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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San Mateo	SM-150016	17-10-0015	San Mateo	San Mateo Downtown Parking Tech Implementation	In San Mateo: Various Locations Downtown: Replace existing parking meters, and pay stations and install parking availability signs at City facilities.	EXEMPT (40 CFR 93.126) - Directional and informational signs	2040
San Mateo	SM-170001	17-06-0020	San Mateo Co	Hwy 1 Congestion & Safety improvements	In San Mateo County along 7 miles of Highway 1 between Pacifica in the north and Half Moon Bay in the south; Install raised medians, left turn lanes, acceleration lanes, and pedestrian crossings.	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2020
San Mateo	SM-170002	17-10-0023	MTC	Regional Planning Activities and PPM - San Mateo	San Mateo: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
San Mateo	SM-170005	17-10-0026	Caltrain	South San Francisco Caltrain Station Improvements	South San Francisco: SSF Caltrain Station: Demolish and reconstruct the existing station with a new ADA compliant station that meets current Caltrain standards	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
San Mateo	SM-170006	17-06-0001	San Mateo	East Hillsdale Boulevard Ped/Bike Overcrossing	City of San Mateo: Over US 101 at the US 101/Hillsdale Boulevard Interchange: Construct pedestrian and bicycle overcrossing	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-170008	17-06-0029	SamTrans	El Camino Real Traffic Signal Priority Project	San Mateo County: On El Camino Real (State Route 82) from the Palo Alto Caltrain Station to the Daly City BART Station: Install Traffic Signal Priority system	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
San Mateo	SM-170009	17-06-0001	Woodside	Woodside School Safety Pathway Phase 3	Woodside: Along SR-84 from Woodside Elementary to west of the intersection with Canada Rd: Create a pathway, paved shoulders for bikes and extend the current multi-use pathway improvements; near	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-170010	17-10-0026	Caltrain	Caltrain TVM Rehab and Clipper Functionality	Caltrain: Systemwide: 45 existing TVM machines: Refurbish and incorporate Clipper functionality.	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
San Mateo	SM-170012	17-10-0022	San Mateo Co	Canada Road and Edgewood Road Resurfacing	San Mateo County: Edgewood Rd between 0.17 mi west of Crestview Dr to Cervantes Rd and Canada Rd between the NB and SB 280 off- and on-ramps: Resurface pavement including overlay, pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170013	17-06-0003	Half Moon Bay	Half Moon Bay - Poplar Complete Streets	Half Moon Bay: On Poplar St from Main St to Railroad Ave: Implement complete street improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-170014	17-10-0022	San Mateo Co	San Mateo Countywide Pavement Maintenance	San Mateo County: Various streets and roads county-wide: Pavement maintenance	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170015	17-06-0002	Burlingame	Hoover School Area Sidewalk Impvts (Summit Dr.)	Burlingame: Summit Dr from Hillside Circle to Easton Dr and immediately adjacent to the new Hoover Elementary School: Construct sidewalk and bicycle improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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San Mateo	SM-170016	17-06-0003	SSF	SSF Grand Boulevard Complete Streets (Phase III)	South San Francisco: El Camino Real from Arroyo Dr to Kaiser Way: Implement Grand Boulevard Complete Streets improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-170017	17-06-0003	San Bruno	Huntington Transit Corridor Bike/Ped Improvements	San Bruno: On Huntington Ave from San Bruno Ave to the entrance of the Centennial Way Trail: Implement pavement preservation and bike/ped facilities including converting the rightmost lane on	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-170019	17-10-0022	Brisbane	Brisbane - Tunnel Ave Rehabilitation	Brisbane: Tunnel Ave from northern city limits (N/O Beatty Ave) to 1700 ft. south: Rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170020	17-06-0003	Burlingame	Burlingame: Broadway PDA Lighting Improvements	Burlingame: Along the Broadway corridor within the business district: Replace aging pedestrian street lighting with new, safer, brighter lighting	EXEMPT (40 CFR 93.126) - Lighting improvements	2040
San Mateo	SM-170021	17-10-0022	Burlingame	Burlingame Street Resurfacing	Burlingame: Various streets and roads: Roadway resurfacing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170022	17-06-0001	Colma	Colma - Mission Road Bike/Ped Improvements	Colma: Mission Rd between El Camino Real and Lawndale Blvd: Implement safety related improvements for pedestrians, bicyclists and vehicles	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-170023	17-10-0022	Daly City	Daly City Street Resurfacing and Slurry Seal	Daly City: Various streets and roads: Pavement preservation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170024	17-10-0022	East Palo Alto	East Palo Alto Citywide Street Resurfacing	East Palo Alto: Various streets and roads: Rehabilitate roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170025	17-10-0022	Foster City	Foster City - Pavement Rehabilitation	Foster City: Various streets and roads: Pavement rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170026	17-10-0022	Hillsborough	Hillsborough Street Resurfacing	Hillsborough: Various roadways: Resurfacing and preventative maintenance	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170027	17-10-0022	Menlo Park	Menlo Park - Santa Cruz and Middle Avenues Rehab	Menlo Park: Santa Cruz Ave between Olive St and Orange Ave and Middle Ave between Olive St and San Mateo Dr: Pavement Rehabilitation and installation of rectangular rapid flashing beacon	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170028	17-10-0022	Millbrae	Millbrae Street Rehabilitation	Millbrae: Various streets and roads: Pavement rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170029	17-06-0001	Pacifica	Pacifica - Palmetto Sidewalk Extension	Pacifica: Along the coastal west side of Palmetto Ave from Westline Dr. to 1,400 feet south: Construct new concrete sidewalk.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Air Quality Description	Conformity Analysis Year
San Mateo	SM-170030	17-10-0022	Pacifica	Pacifica Citywide Curb Ramps	Pacifica: At various locations throughout the city: Install new curb ramps	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
San Mateo	SM-170031	17-10-0022	Pacifica	Pacifica Pavement Rehabilitation	Pacifica: Various streets and roads: Rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170032	17-10-0022	Redwood City	Redwood City Pavement Preservation	Redwood City: Twin Dolphin Parkway from Marine Parkway to Redwood Shores Parkway: Pavement preservation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170033	17-10-0022	San Bruno	Huntington/San Antonio Street Rehabilitation	San Bruno: Huntington Ave between San Mateo Ave and San Felipe Ave, and San Antonio Ave between San Felipe Ave and Santa Inez Ave: pavement rehabilitation and preventive maintenance	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170034	17-06-0001	San Carlos	Ped Enhancements Arroyo/Cedar & Hemlock/Orange	San Carlos: At the intersections of Arroyo Ave and Cedar St and Hemlock St and Orange Ave and the Postman Walkway: Implement safety improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-170035	17-10-0022	San Carlos	Cedar and Brittan Ave Pavement Rehab	San Carlos: On Cedar Street, between San Carlos Avenue and the City of Belmont, and Brittan Avenue, between Elm Street and El Camino Real: Rehabilitate pavement and install ADA compliant facilities	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170036	17-10-0022	SSF	SSF Pavement Rehabilitation	South San Francisco: Various locations: Pavement Rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170037	17-10-0022	Woodside	Road Rehabilitation - Town of Woodside	Woodside: Various Streets and Roads: Pavement Resurfacing	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170038	17-06-0001	San Mateo	North San Mateo Drive Sustainable Streets	San Mateo: on San Mateo Dr from Peninsula Ave to Baldwin Ave: Install Class II bike lanes, curb extensions, enhanced striping & signage, upgraded traffic signals with ped countdown, ped scale lighting,	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
San Mateo	SM-170039	17-06-0001	San Mateo	Laurie Meadows Ped/Bike Safety Improvements	San Mateo: Various locations in the Laurie Meadows neighborhood: Implement bike/ped safety improvements; On Laurie Meadows Dr from near Pacific Blvd to Woodbridge Circle: Implement road diet	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
San Mateo	SM-170040	17-10-0022	San Mateo	San Mateo Street Rehabilitation	San Mateo: Various streets and roads: Resurface and/or rehabilitate the roadway, implement bicycle elements and upgrade ADA ramps	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170041	17-06-0001	Brisbane	Crocker Trail Commuter Connectivity Upgrades	Brisbane: On Crocker Trail bounded by Bayshore Blvd, S Hill Dr, W Hill Dr and Mission Blue Dr: Resurface trail	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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San Mateo	SM-170042	17-06-0001	Belmont	Ralston Avenue Corridor Bike-Ped Imps	Belmont: Ralston Ave from South Rd to Alameda de las Pulgas: Bicycle, pedestrian and pavement improvements. The pavement work is not federally participating.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-170043	17-10-0022	Belmont	Belmont Pavement Preservation	Belmont: Various streets and roads: Pavement preservation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170044	17-10-0022	Portola Valley	Portola Valley Street Preservation	Portola Valley: Various streets and roads: Pavement preservation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-170045	17-06-0001	Redwood City	US 101/Woodside Road Class 1 Bikeway	Redwood City: East of Union Pacific Railroad between the intersections of Chestnut St/Veterans Blvd and Blomquist St/Seaport Blvd: Construct approximately 1,800 linear feet of new Class 1 path	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
San Mateo	SM-170046	17-06-0006	CCAG	ITS Improvements in San Mateo County Northern Citi	San Mateo County: Along the US 101 corridor from Smart Corridors Ph 1 limits to the SF County line, and on I-280 from I-380 to the San Francisco County Line: Implement ITS Improvements in San Mateo	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
San Mateo	SM-190001	17-06-0004	San Carlos	Brittan Ave. Widening	San Carlos: At the intersection of Brittan and Industrial Road: Widen to accommodate three new left turn pockets	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
San Mateo	SM-190004	17-10-0033	MTC	FPP: US 101 Adaptive Ramp Metering	San Mateo & Santa Clara Counties: US 101 from SR 85 in San Jose to San Mateo/San Francisco County Line: Upgrade existing freeway ramp meters to adaptive ramp meters to smooth traffic flow onto	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
San Mateo	SM-190008	17-10-0022	Atherton	Atherton Street Preservation	Atherton: Various streets and roads: Pavement preservation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
San Mateo	SM-990026	17-10-0027	SamTrans	SAMTRANS: ADA Paratransit Operating Subsidy	SamTrans: Systemwide: ADA Paratransit Operating Subsidy.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Santa Clara	SCL050001	17-10-0026	VTA	VTA: Standard & Small Bus Replacement	VTA: Fleetwide: Standard and Small Bus Replacement	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Santa Clara	SCL050002	17-10-0026	VTA	VTA: Rail Replacement Program	VTA: Throughout the Light Rail system: Replace rails (no rail expansion).	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
Santa Clara	SCL050046	17-10-0027	VTA	VTA: ADA Operating Set Aside	VTA: Systemwide: ADA operating assistance set aside.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040

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Santa Clara	SCL050049	17-10-0026	VTA	VTA: Rail Substation Rehab/Replacement	VTA: Guadalupe Light Rail Corridor: Rehabilitate electrical elements (such as disconnect switches, DC breakers, etc.) of traction power substations.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	SCL050082	17-07-0001	San Jose	Bay Trail Reach 9 & 9B	San Jose: From the existing San Francisco Bay Trail/HWY 237 Bikeway Trail to the Bay Trail designated parking spaces (adjacent to the publicly accessible Marriott property): Construct 1.1 miles of	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL050083	17-07-0001	San Jose	Coyote Creek Trail (Hwy 237-Story Rd)	San Jose: From Highway 237 to Story Road: Master plan entire system, design and construction of the trail.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL090004	17-07-0001	San Jose	Almaden Ave & Vine St Safety Improvements	In San Jose: Almaden Ave and Vine St: Construct pedestrian safety improvements.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL090044	17-10-0026	VTA	VTA: TP OCS Rehab & Replacement	VTA: Systemwide: Rehabilitate and replace overhead catenary system (OCS) and associated components	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	SCL110029	17-07-0001	San Jose	San Jose: Los Gatos Creek Reach 5 Underpass	In San Jose: Los Gatos Creek Trail between Auzerais Ave and Montgomery/Bird Ave: Construct Los Gatos Creek Trail (Reach 5b/c).	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL110099	17-10-0026	VTA	VTA: Light Rail Bridge and Structure - SG Repair	VTA: Various Locations: Light rail bridge and structure defect investigation and repair. Stabilization measures to address Hamilton structure settlement.	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
Santa Clara	SCL110104	17-10-0026	VTA	VTA: Light Rail Track Crossovers and Switches	VTA: In the light rail system: Add light rail crossovers and switches to priority areas where crossovers are not currently available to enhance operational flexibility.	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
Santa Clara	SCL110108	17-10-0024	Santa Clara Co	Isabel Bridge Replacement (37C0089)	In Santa Clara County: Isabel Bridge (Bridge No. 37C0089) on San Antonio Valley Road, 8.3 miles east of Kincaid Rd: Replace existing one lane bridge with a two-lane bridge	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	SCL110125	17-10-0021	VTA	Local PDA Planning - Santa Clara	Santa Clara County: Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs).	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Santa Clara	SCL130004	17-07-0003	San Jose	San Jose - Better Bikeways	San Jose: Various locations in downtown: Implement a network of bikeways	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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Santa Clara	SCL130016	17-07-0001	San Jose	East San Jose Bikeways	East San Jose: Various locations: make improvements to the bikeway network including the installation of new bikeways, traffic calming features, bike-friendly signal detection and pavement markings. Toll	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130026	17-07-0003	Saratoga	Prospect Rd Complete Streets	Saratoga: Prospect Road between Saratoga/Sunnyvale Rd and Lawrence Expressway and on Saratoga Ave between Highway 85 to the City Limits to the north (Lawrence Expressway): Reduce roads width to	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130040	17-07-0001	VTA	Montague Expy Ped Bridge at Milpitas BART	Milpitas: At Milpitas BART Station over Montague Expressway: Construct a pedestrian bridge. Project is phased.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130041	17-07-0001	Palo Alto	Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge	Palo Alto: Where US 101 crosses Adobe Creek: Construct Bike/Ped Bridge.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL130044	17-10-0025	VTA	I-880 Stevens Creek Landscaping	San Jose: at the I-880/Stevens Creek interchange: Provide landscaping.	EXEMPT (40 CFR 93.126) - Plantings, landscaping, etc	2040
Santa Clara	SCL150001	17-07-0064	VTA	I-680 Soundwalls - Capitol Expwy to Mueller Ave	In San Jose: On I-680 between Capitol Expressway and Mueller Avenue: Construct soundwalls	EXEMPT (40 CFR 93.126) - Noise attenuation	2040
Santa Clara	SCL150005	17-10-0026	VTA	VTA Train to Wayside Communication System Upgrade	VTA: Communications: Upgrade the existing DOS based train-to-wayside communications (TWC) system to a Windows based system while keeping the original system's operational functionality.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Santa Clara	SCL150006	17-10-0026	VTA	VTA: Back-up Power for Elevated Stations	VTA: Various elevated stations: Replace the generators and automatic power bypass switch for elevated stations on the Guadalupe Light Rail line.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	SCL150008	17-10-0026	VTA	VTA Track Intrusion Abatement	VTA: Various locations along trackway: Installation of fencing, barriers, signage, flashing signs, and pavement markings.	EXEMPT (40 CFR 93.126) - Rehabilitation or reconstruction of track structures, track, and trackbed in	2040
Santa Clara	SCL150014	17-07-0025	VTA	I-280/Winchester Blvd Interchange Improvement	San Jose: I-280/Winchester Interchange: Construct improvements at the Winchester Blvd. interchange and I-280/I-880/SR 17 freeway connectors including the addition of ramps and a fly-over and the	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Santa Clara	SCL170001	17-10-0023	MTC	Regional Planning Activities and PPM - Santa Clara	Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Santa Clara	SCL170002	17-10-0032	VTA	VTA BART Phase II TOD and Station Access Planning	In Santa Clara County: In the vicinity of planned BART stations: Perform study of TOD and Station Access Planning.	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040

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Santa Clara	SCL170003	17-10-0015	Palo Alto	Palo Alto: Bay Area Fair Value CommutingMoDSandbox	In Palo Alto: Reduce Bay Area SOV commute share by using Fair Share Commuting (FVC), consisting of: Enterprise Commute Trip Reduction (ECTR) software; Mobility Aggregation (MobAg); parking feebate;	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Santa Clara	SCL170005	17-10-0026	VTA	VTA: Paratransit Vehicle Procurement	VTA: Paratransit Fleet: Procure vehicles and associated equipment for paratransit services.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Santa Clara	SCL170006	17-10-0026	VTA	VTA: Replace Fault Monitoring System on LRVs	VTA: On Light Rail Vehicle Fleet: Upgrade Fault Monitoring System (FMS) Network that is no longer supported by the original equipment manufacturer (OEM)	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Santa Clara	SCL170007	17-10-0026	VTA	VTA: Pedestrian Swing Gates Replacement	VTA: At various pedestrian crossing locations along the light rail system: Replace spring-hinge pedestrian swing gates	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	SCL170008	17-07-0064	VTA	VTA: Vasona Pedestrian Back Gates	VTA: At several Vasona Light Rail Corridor crossings: Install pedestrian gates. Scope includes installation of automatic pedestrian gates, swing gates and railings, minor civil improvements and related signal	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	SCL170009	17-10-0026	VTA	VTA: Chaboya Yard Well Removal	VTA: At the Chaboya Bus Operating Division: Obtain case closure and demolish the ground water remediation system and wells	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Santa Clara	SCL170010	17-10-0026	VTA	VTA: Guadalupe Train Wash Replacement	VTA: Guadalupe Light Rail Division: Replace train wash.	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Santa Clara	SCL170011	17-10-0026	VTA	VTA: Upgrade Rail Grade Crossing Control Equipment	VTA: Various Locations: Replace existing rail grade crossing equipment; such as controllers, relays, and surge panels; that have become obsolete.	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	SCL170017	17-07-0003	Sunnyvale	Sunnyvale SNAIL Neighborhood Improvements	In Sunnyvale: Various locations: Implement bike/ped improvements, close slip lanes, add bulbouts, install detection systems, ADA compliant ped signals, enhance existing bike lanes to include green bike	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Santa Clara	SCL170019	17-07-0004	Santa Clara Co	Uvas Road Pavement Rehabilitation	Santa Clara County: On the County maintained portions of Uvas Rd: Pavement rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	SCL170020	17-07-0001	Sunnyvale	Bernardo Avenue Bicycle Underpass	Sunnyvale: Between North and South Bernardo Avenue under the Caltrain tracks: Construct bicycle underpass	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040

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Santa Clara	SCL170021	17-10-0021	Palo Alto	North Ventura Coordinated Area Plan	Palo Alto: In proximity to the California Avenue Caltrain station, the California Avenue business district, El Camino Real and the Stanford Research Park: Develop a comprehensive planning document similar	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Santa Clara	SCL170022	17-07-0001	Sunnyvale	Java Dr Road Diet and Bike Lanes	Sunnyvale: On Java Dr from Mathilda to Crossman: Construct approximately 5,000 linear feet of Class II bike lanes each side via a road diet	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL170023	17-07-0003	Sunnyvale	Peery Park "Sense of Place" Improvements	Sunnyvale: Various locations in the Peery Park Specific Area: Implement bike, pedestrian, and transit improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL170024	17-07-0003	Sunnyvale	East Sunnyvale Area "Sense of Place"	Sunnyvale: Various locations in the East Sunnyvale Sense of Place Plan Area: Implement bike, pedestrian and transit access improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL170025	17-07-0001	Sunnyvale	Fair Oaks Avenue Bikeway - Phase 2	Sunnyvale: Fair Oaks Ave from SR237 to Reed Ave: Reconfigure to install Bikeway/routes enhancements and close bikeway gaps	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL170026	17-07-0001	Sunnyvale	Lawrence Station Area Sidewalks & Bike Facilities	Sunnyvale: In the general area of the Lawrence Station Area Plan: Install bike and pedestrian improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL170027	17-10-0022	Sunnyvale	Sunnyvale Traffic Signal Upgrades/Replacements	Sunnyvale: Various intersections: Upgrade traffic signals and intersections to have pedestrian-friendly designs and improved bicycle detection for the traffic signals.	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Santa Clara	SCL170028	17-07-0001	Los Gatos	Los Gatos Creek Trail to Hwy 9 Trailhead Connector	In Los Gatos: The Los Gatos Creek Trail to the north and south sides of Highway 9 between the Highway 17 interchange and University Ave: Construct bike and pedestrian connector	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL170029	17-07-0064	San Jose	Tully Road Safety Improvements	In San Jose: Tully Road between Monterey Road and Capital Expressway: Implement safety elements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	SCL170030	17-07-0064	San Jose	McKee Road Safety Improvements	San Jose: On McKee Road between Route 101 and Toyon Ave and On Gridley St at the intersection with McKee Rd: Implement safety improvements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	SCL170031	17-07-0064	San Jose	Mt Pleasant Ped & Bike Traffic Safety Improvements	San Jose: Various locations in the Mount Pleasant Area: Implement traffic safety improvements to serve student populations of seven schools	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	SCL170032	17-07-0004	Santa Clara Co	McKean Rd Pavement Rehabilitation	Santa Clara County: On the County maintained portions of McKean Road: Pavement rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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Santa Clara	SCL170033	17-07-0004	Santa Clara Co	Capitol Expressway Pavement Rehabilitation	Santa Clara County: Capitol Expressway between Copperfeild Ave to McLaughlin Avenue: Pavement rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	SCL170035	17-10-0022	Campbell	Campbell - Winchester Blvd Overlay	Campbell: On Winchester Blvd from northern city limit near Rosemary Ln to southern city limit at Knowles Dr and Campbell Ave from Jeffers Way to Winchester Blvd: Install asphalt concrete overlay	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	SCL170037	17-10-0022	Cupertino	Cupertino Pavement Maintenance Phase 2	Cupertino: Various Locations: Rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	SCL170038	17-10-0022	Los Altos	Los Altos: Fremont Ave Pavement Preservation	Los Altos: Fremont Ave between Grant Rd and Stevens Creek (City Limit): Rehabilitate roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	SCL170039	17-10-0022	Milpitas	Milpitas Street Preservation	Milpitas: Various streets and roads: Street rehabilitation, upgrade ADA facilities, striping and signage, including bicycle facilities, and concrete work.	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	SCL170040	17-10-0022	Mountain View	West Middlefield Road Improvements	Mountain View: W. Middlefield Rd between Rengstorff Ave and N. Shoreline Blvd: Resurface roadway and reconstruct the median island	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	SCL170041	17-10-0022	Palo Alto	Palo Alto Street Resurfacing	In Palo Alto: Various streets and roads: Resurface roadways	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	SCL170042	17-10-0022	Santa Clara	Santa Clara Streets and Roads Preservation	Santa Clara: Various streets and roads: Rehabilitate and reconstruct pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	SCL170043	17-01-0001	Sunnyvale	Homestead Rd at Homestead High School Improvements	Sunnyvale: Various locations on Homestead Rd near Homestead HS: Install safety improvements and upgrade signals; On Homestead Rd from McKenzie Dr to Mary Ave (south side) and from Mary Ave to	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	SCL170044	17-10-0022	San Jose	San Jose Pavement Maintenance	San Jose: Various streets and roads: Pavement maintenance and rehabilitation and build pedestrian facilities	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	SCL170045	17-07-0001	Santa Clara	Saratoga Creek Trail Phase 1	Santa Clara: Saratoga Creek Trail between Homeridge Park and Central Park: Build a class I bicycle and pedestrian trail	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL170046	17-10-0026	VTA	VTA: Systemwide Security Improvements	VTA: Systemwide: Implement safety improvements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	SCL170047	17-10-0026	VTA	VTA: Non-Revenue Vehicle Procurement	VTA: Systemwide: Acquire non-revenue vehicles to replace existing units that have reached the end of their useful life	EXEMPT (40 CFR 93.126) - Purchase of support vehicles	2040

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Santa Clara	SCL170048	17-10-0026	VTA	VTA: Light Rail Roadway Protection System	VTA: On the VTA Light Rail System: Explore and implement Roadway Worker Protection System technologies to meet regulatory requirements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	SCL170049	17-10-0026	VTA	VTA: SCADA Middleware Replacement	VTA: Systemwide: Replace existing obsolete middleware software with updated software to ensure compatibility with other upgraded SCADA software and SCADA components	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Santa Clara	SCL170050	17-10-0026	VTA	VTA: SCADA Control Center System Replacement	VTA: Systemwide: Provide upgrades to the Supervisory Control and Data Acquisition (SCADA) System hardware and software; At the Control and Data Center: Facility expansion	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	SCL170051	17-07-0001	Palo Alto	Palo Alto-El Camino Real Ped Safety & Streetscape	In Palo Alto: On El Camino Real between Stanford Ave and Grant Ave: Install complete streets improvements focused on pedestrian safety, enhanced bus operations, and new urban design amenities.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	SCL170052	17-07-0001	Santa Clara	San Tomas Aquino Creek Trail Underpass	In Santa Clara: San Tomas Aquino Creek Trail between Tasman Dr and 1/4 mile south of Tasman Dr: Construct bike/ped underpass.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL170053	17-07-0001	Palo Alto	Waverley, E. Meadow & Fabian Enhanced Bikeways	Palo Alto: Waverley Multi-Use Path: Widen and upgrade path; E Meadow Dr from Alma to Fabian: Protected bike facility; Fabian Way from East Meadow Dr to E Charleston: Reconfigures roadway with a travel	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	SCL170054	17-07-0001	Saratoga	Saratoga Village Crosswalks and Sidewalk Rehab	In Saratoga: Along Big Basin Way between 6th street and Hwy 9: Install curb bulbouts and crosswalk and rehabilitate sidewalk.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL170055	17-07-0001	Santa Clara	Hetch-Hetchy Trail Phase 1	Santa Clara: On the Hetch-Hetchy right-of-way from Stars and Stripes Dr to San Tomas Aquino Creek and along the east bank of San Tomas Aquino Creek from Hetch-Hetchy right-of-way to Agnew Rd:	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL170056	17-07-0001	Santa Clara	Santa Clara School Access Improvements	Santa Clara: Various locations around Santa Clara Schools: Implement bicycle and pedestrian access improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL170057	17-07-0001	Sunnyvale	Sunnyvale Ped and Bike Infrastructure Improvements	Sunnyvale: At various locations city-wide: Add improvements to Bike/Ped infrastructure including enhancing and/or installing signs, striping, ADA compliant curb ramps and crossing safety treatments	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL170059	17-07-0001	Sunnyvale	Sunnyvale Safe Routes to School Improvements	Sunnyvale: In the vicinity of Bishop Elementary School: Install bike lanes, high visibility crosswalks, raised crosswalks, and curb extensions; Provide bicycle and pedestrian education and encouragement	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040

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County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Air Quality Description	Conformity Analysis Year
Santa Clara	SCL170060	17-07-0003	San Jose	DTSJ Mobility Streetscape and Public Life Plan	San Jose: Downtown PDA/Frame: Develop PDA implementation plan	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Santa Clara	SCL170061	17-07-0001	San Jose	W San Carlos Urban Village Streets Improvements	San Jose: West San Carlos St between I-880 and McEvoy St: Implement safety improvements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	SCL170062	17-07-0003	San Jose	Eastside Alum Rock (East of 680) Urban Village	San Jose: On Alum Rock Avenue and east of I-680: Develop multi-modal transportation implementation plan	EXEMPT (40 CFR 93.126) - Planning and technical studies	2040
Santa Clara	SCL170063	17-07-0004	Morgan Hill	Dunne Avenue Pavement Rehabilitation	Morgan Hill: E Dunne Ave between lower Thomas Grade and Flaming Oaks Dr and between upper Thomas Grade and Holiday Dr, and Holiday Drive from E Dunne Ave to 2,500 linear feet east toward	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	SCL170064	17-07-0064	VTA	I-280 Soundwalls - SR-87 to Los Gatos Creek Bridge	In San Jose: Along I-280 on both sides between SR 87 and Los Gatos Creek Bridge: Construct soundwalls. Modifying the existing irrigation system, landscaping, and traffic control will be required for this	EXEMPT (40 CFR 93.126) - Noise attenuation	2040
Santa Clara	SCL170065	17-10-0033	VTA	IDEA Cat 2: Valley Transportation Authority	Palo Alto: At the Vettrans Administration Hospital: Implement an automated micro-transit feeder pilot project	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Santa Clara	SCL190003	17-07-0010	VTA	Hwy. Transp Operations System/FPI Phase 1 & 2	Santa Clara County: At various locations: Implement Transportation Operations System/Freeway Performance Initiative projects	EXEMPT (40 CFR 93.126) - Traffic control devices and operating assistance other than signalization	2040
Santa Clara	SCL190012	17-07-0034	VTA	US 101/San Antonio Rd/Charleston/Rengstorff IC Imp	Mountain View and Palo Alto: US 101 interchanges at San Antonio and Charleston Road/Rengstorff Avenue: Construct interchange improvements include adding new auxiliary lane.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Santa Clara	SCL190013	17-07-0069	VTA	US 101/SR 25 Interchange - Phase 1	Santa Clara County: US 101 and SR 25 Interchange: Phase 1 Reconfigure a portion of the overall interchange re-construction, focusing on improving the movement from southbound US 101 to southbound	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Santa Clara	SCL190015	17-07-0029	VTA	I-280/Saratoga Avenue Interchange Improvement	San Jose: I-280/ Saratoga Ave Interchange: Modify interchange to relieve congestion and improve local circulation	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Santa Clara	SCL190016	17-07-0030	VTA	I-280 NB Braided Ramps btw Foothill Expwy & SR 85	Santa Clara County: On northbound I-280 between Foothill Expressway and Route 85: Improve braided ramps	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Santa Clara	SCL190017	17-07-0032	VTA	I-680/ Alum Rock/ McKee Road Interchange Imp	San Jose: At the I-680/ Alum Rock and I-680/ McKee Road interchanges: Reconfigure interchanges, improve access for all modes of transportation, improve traffic operations and relieve congestion; In the	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030

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Santa Clara	SCL190023	17-10-0026	VTA	VTA: Bus CCTV Replacement	VTA: Fleetwide: Replace CCTV system on buses	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Santa Clara	SCL190024	17-10-0026	VTA	VTA: Transit Center Park and Ride Rehab	VTA: Various transit centers and park & ride facilities systemwide: Rehabilitate and repair facilities	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Santa Clara	SCL190025	17-10-0026	VTA	VTA: Gigabit Ethernet Network	VTA: Systemwide: Replace Ethernet switch equipment	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	SCL190026	17-10-0026	VTA	VTA: HVAC Replacement	VTA: At various facilities system-wide: Replace heating, ventilation and cooling equipment	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Santa Clara	SCL190027	17-10-0026	VTA	VTA: SCADA Hardware, Software, Network Upgrade	VTA: Systemwide: Update three related Supervisory Control and Data Acquisition (SCADA) subsystems. 1) Hardware 2) Software 3) Network	EXEMPT (40 CFR 93.126) - Construction or renovation of power, signal, and communications systems	2040
Santa Clara	SCL190028	17-07-0003	San Jose	Willow-Keyes Complete Streets Improvements	San Jose: At various locations on the Willow-Keyes corridor: Construct bicycle and pedestrian safety improvements including road diets to construct Class IV protected bike lanes	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL190029	17-07-0001	San Jose	Better Bikeway San Jose - San Fernando Street	San Jose: On San Fernando St from Almaden Blvd to 11th St: Construct bicycle and pedestrian safety improvements	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL190031	17-07-0064	VTA	Santa Clara Countywide Noise Abatement Program	Santa Clara County: Countywide: Implement noise reduction projects, project is phased	EXEMPT (40 CFR 93.126) - Noise attenuation	2040
Santa Clara	SCL190032	17-07-0002	Mountain View	Rengstorff Grade Separation	Mountain View: At the intersection of Rengstorff Ave and the Caltrain right-of-way: Grade separate Caltrain at Rengstorff Avenue	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Santa Clara	SCL190033	17-07-0003	Los Gatos	Shannon Road Complete Streets	Los Gatos: On the north side of Shannon Road between Los Gatos Blvd and Cherry Blossom Lane: Construct a Class I multi-use path.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Santa Clara	SCL190034	17-10-0025	Caltrans	SCL-SM I-280 Roadway Preservation	Santa Clara and San Mateo Counties: On I-280 from from Foothill Blvd (PM 11.5 in Santa Clara County) to to 0.5 mile north of Sand Hill (PM 2.1 in San Mateo County): Pavement rehabilitation	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Santa Clara	SCL990046	17-10-0026	VTA	VTA: Preventive Maintenance	VTA: Preventive Maintenance of agency's fleet.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040

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Solano	SOL010006	17-10-0027	Fairfield	City of Fairfield Operating Assistance	Fairfield: Systemwide: Transit operating assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Solano	SOL010007	17-10-0027	Vacaville	Vacaville Transit: Operating Assistance	Vacaville Transit: System-wide: Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Solano	SOL070032	17-10-0026	SolTrans	SolTrans: Preventive Maintenance	SolTrans: Systemwide: Preventive maintenance of vehicles and equipment necessary for the maintenance of federally funded assets.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Solano	SOL090034	17-10-0026	SolTrans	SolTrans: Bus Replacement (Alternative Fuel)	SolTrans: Eight 45' MCI commuter coaches: Replace vehicles as they reach their useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Solano	SOL110019	17-08-0004	STA	Solano Safe Routes to School Program	In Solano County: Countywide: Implement Countywide Solano Safe Routes to School Program, including Planning, Education, and Encouragement events and materials.	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
Solano	SOL110025	17-10-0027	SolTrans	SolTrans: ADA Paratransit Operating Subsidy	SolTrans: Systemwide: ADA Paratransit Operating Subsidy	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Solano	SOL110035	17-08-0002	Vallejo	Vallejo Downtown Streetscape	Vallejo: Various streets in the downtown area: Pedestrian enhancements including traffic calming, restriping, parking, signs, brick pavers, street furniture and art. Project is phased	EXEMPT (40 CFR 93.126) - Transportation enhancement activities (except rehabilitation and operation	2040
Solano	SOL110037	17-08-0004	Vallejo	Sonoma Boulevard Improvements HSIP5-04-031	Vallejo: Sonoma Blvd. between York St. and Kentucky St: Implement road diet-reduce travel lanes from 4 to 2, add a two-way left turn lane or median, and add bike lanes.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Solano	SOL110040	17-10-0027	SolTrans	SolTrans: Operating Assistance	Solano County Transit: System-wide: Operating Assistance	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Solano	SOL110041	17-10-0026	Fairfield	Fairfield-Suisun Intercity/Local Bus Replacement	Fairfield: Systemwide: Replace local/intercity buses that have exceeded their expected useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Solano	SOL130007	17-08-0001	Solano County	Suisun Valley Bicycle and Pedestrian Imps	Solano County: At Mankas Corner: Construct staging area with bicycle and pedestrian improvements; At Various Locations in Solano County: Add a Class II bike lane to enhance bike access to areas	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SOL130017	17-10-0027	Vacaville	Transit Marketing and Public Outreach	Vacaville: Citywide: Marketing and public outreach of City Coach transit benefits	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040

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Solano	SOL150003	17-08-0005	STA	SR12/Church Rd Intersection Improvements	Rio Vista: At SR12/Church Rd. Intersection: Add Standard Shoulders, EB Left Turn Lane, WB Acceleration Lane (720 ft) and Deceleration Lane (300 ft), Remove Trees in Clear Recovery Zone	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Solano	SOL150004	17-08-0004	STA	STA SR2S Infrastructure & Non-infrastructure	Solano County: At 7 schools: Implement pedestrian infrastructure improvements; At 26 schools throughout the Cities of Benicia, Rio Vista & Vallejo: Providing education outreach	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SOL170001	17-10-0023	MTC	Regional Planning Activities and PPM - Solano	Solano County: County-wide: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Solano	SOL170002	17-10-0026	SolTrans	SolTrans: Data Management Technology Enhancements	SolTrans: Systemwide: Procure data management systems and software	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2040
Solano	SOL170003	17-10-0026	SolTrans	Soltrans: Facilities and Amenities Improvements	Soltrans: Systemwide: Facility and passenger amenities improvements	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks	2040
Solano	SOL170006	17-08-0002	Fairfield	East Tabor Tolenas SR2S Sidewalk Gap Closure	In Fairfield: On East Tabor Avenue (north side); Construct sidewalk across the railroad tracks including slight roadway widening. On Tolenas Avenue (east side); widen the existing sidewalk.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SOL170007	17-08-0002	Suisun City	McCoy Creek Trail - Phase 2	In Suisun City: Along the west bank of the McCoy Creek canal and the north bank of the Laurel Creek canal between Pintail Dr and Worley Rd: Construct a Class I concrete pedestrian/bicycle trail with a	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SOL170008	17-08-0002	Vallejo	Vallejo Bay Trail / Vine Trail Gap Closure	In Vallejo: Between the existing Bay Trail to the south and the Bay Trail and Napa Vine Trail in American Canyon: Build multi-use path to close the gap between the existing trail segments	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SOL170009	17-10-0027	STA	Solano Mobility Call Center	Solano County: County-wide: Operate call center featuring in-person assistance for customers related to transit, commuting, and mobility services, including ADA, Clipper, and ride matching, among others	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Solano	SOL170010	17-08-0004	Fairfield	Grange Middle School Safe Routes to School	In Fairfield: On East Tabor Avenue, at the intersections of Falcon Drive and blossom Avenue: enhance bicycle and pedestrian safety mobility.	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Solano	SOL170011	17-08-0002	Benicia	Benicia - Park Road Improvements	Benicia: Park Road between I-780 and Bayshore Road: Resurface roadway and construct Class II/IV bicycle lane facilities and storm drain improvements	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

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Solano	SOL170012	17-10-0022	Vacaville	Vacaville - Pavement Preservation	Vacaville: Various streets and roads: edge grind, overlay or CIR, perform curb ramp replacements and striping	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Solano	SOL170013	17-08-0008	Vacaville	Vaca Valley/I505 Multimodal Improvements	Vacaville: On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps: Install roundabouts and construct bicycle/pedestrian facilities over I-505 connecting to existing facilities and ADA improvements	EXEMPT (40 CFR 93.127) - Intersection channelization projects	2040
Solano	SOL170014	17-10-0022	Suisun City	New Railroad Avenue Pavement Rehabilitation	Suisun City: Railroad Ave from Sunset Ave to Birchwood Ct: Rehabilitate roadway on eastbound lanes; Railroad Ave from Sunset Ave to Marina Blvd: Restripe existing Class 2 bicycle lanes on both sides of	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Solano	SOL170015	17-10-0022	Solano County	Solano County Roadway Preservation	Solano County: On Midway Road from I80 to HWY 113: Apply Asphalt Rubber Chip Seal and Micro Surface treatment	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Solano	SOL170016	17-08-0002	Solano County	Solano County Farm to Market Phase 3	Solano County: Various locations in Suisun Valley: Construct bike lanes	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Solano	SOL170017	17-08-0015	STA	SolanoExpress Capitol Improvements	Solano County: At the Fairfield Transit Center: Construct slip-ramp; At Fairgrounds Dr off-ramp: add express stop; At Vallejo Transit Center: Expand center onto York St.	EXEMPT (40 CFR 93.127) - Interchange reconfiguration projects	2030
Solano	SOL190001	17-08-0015	STA	SolanoExpress Corp Yard Elec	Solano County: At FAST and SolTrans Corp yards: Construct and upgrade electric infrastructure.	EXEMPT (40 CFR 93.126) - Purchase of office, shop, and operating equipment for existing facilities	2030
Solano	SOL190002	17-08-0015	STA	SolanoExpress Bus Electrification	Solano County: Countywide: Purchase electric over-the-road coaches for long-haul SolanoExpress routes.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2030
Solano	SOL190003	17-10-0026	F-S Transit	Fairfield - Electric Bus Fleet and Infrastructure	Fairfield: Systemwide: Procure all-electric, zero-emission buses and supporting charging infrastructure	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Solano	SOL190004	17-08-0002	Vallejo	Vallejo - Sacramento St Streetscape	Vallejo: Sacramento St from Tennessee St to Capitol St: Implement streetscape improvements	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Sonoma	SON030005	17-10-0026	Son Co Transit	Sonoma Co Transit: Preventive Maintenance Program	Sonoma County Transit: Preventive maintenance program for agency fleet.	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Sonoma	SON030012	17-10-0026	Santa Rosa Bus	Santa Rosa City Bus: Transit Enhancements	Santa Rosa: Various Locations: Upgrade and improve transit facilities including amenities, accessibility, ADA compliance, pedestrian and bicycle access, and technology upgrades including transit system	EXEMPT (40 CFR 93.126) - Construction of small passenger shelters and information kiosks	2040

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Sonoma	SON070020	17-10-0026	SantaRosa Bus	Santa Rosa City Bus Replacement Bus Purchase	Santa Rosa CityBus: 9 vehicles: Purchase 5 Hybrid Electric Replacement Buses and 4 clean diesel buses to replace aging fixed route buses to replace fixed route buses	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Sonoma	SON090023	17-10-0027	SantaRosa Bus	Santa Rosa CityBus: Operating Assistance	Santa Rosa CityBus: System-wide: Operating Assistance to Transit Agency	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Sonoma	SON090024	17-10-0026	SantaRosa Bus	Santa Rosa CityBus: Preventative Maintenance	Santa Rosa CityBus: Preventative Maintenance program for agency fleet	EXEMPT (40 CFR 93.126) - Rehabilitation of transit vehicles	2040
Sonoma	SON110025	17-10-0024	Sonoma County	Replace Hauser Bridge over Gualala River 20C0240	In Sonoma: Bridge No.20C0240,Hauser Road Bridge over over South Fork Gualala River, 5 Mi east of Seaview Road. Replace existing one-lane bridge with a new two-lane bridge	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Sonoma	SON110050	17-09-0001	Son Co Reg Park	Central Sonoma Valley Trail	In the unincorporated area of Sonoma County: Near City of Sonoma from Larson Park to Flowery Elementary School and along Verano Avenue from Sonoma Creek to Main Street: construct 0.42 miles of a	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	SON130010	17-10-0022	Sonoma County	Sonoma County Various Streets & Roads Preservation	Sonoma County: Various locations: Rehabilitate pavement	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	SON130012	17-09-0005	Windsor	Conde Ln/Johnson St Pedestrian Improvements	In Town of Windsor: At the intersection of Conde Lane and Johnson Street: Realign intersection to eliminate stop signs on Conde Lane. Johnson Street becomes right in and right out only. Add RRFB	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Sonoma	SON130013	17-09-0001	Windsor	Bell Rd/Market St/Windsor River Rd Ped Improvement	In Windsor: At the intersection of Bell Road-Market Street and Windsor River Road: Install a traffic signal and install pedestrian and bicycle signal equipment.	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Sonoma	SON130015	17-10-0022	Sonoma County	Bodega Highway Pavement Rehabilitation	Bodega Hwy: Beginning at the intersection of Sexton Lane and ending at the Sebastopol City Limits: The Project length is approximately 2 miles. The scope of work will includes pavement rehabilitation,	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	SON130016	17-09-0001	Cloverdale	Cloverdale - Safe Routes to School Phase 2	Cloverdale: Various Locations: Construct sidewalks and add Class II bike lanes	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	SON150003	17-09-0001	Santa Rosa	Jennings Ave Bike & Ped RR Crossing Corridor	In Santa Rosa: At Jennings Ave and SMART railroad tracks: Construct a bicycle and pedestrian crossing and develop a Safe Routes to School service program focusing on education and awareness for the	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	SON150007	17-10-0027	Petaluma	Petaluma Transit: ADA Set-Aside	Petaluma Transit: Annual ADA Set-Aside	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040

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Sonoma	SON150008	17-10-0026	SantaRosa Bus	SantaRosa Bus: Bus Replacement Purchase	SantaRosa Bus: 40' Fixed Route Vehicle: Replace three aging 40' fixed route diesel buses for operation purposes.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Sonoma	SON150009	17-09-0005	Son Co TA	Highway 116/121 Intersection Improvement Project	Sonoma County: Southwest of the City of Sonoma at the intersection of State Routes 116, and 121, and Bonneau Road: Improve intersection	EXEMPT (40 CFR 93.127) - Intersection signalization projects at individual intersections	2040
Sonoma	SON150011	17-10-0015	Sonoma County	Sonoma SRTS High School Pilot	In Sonoma County: Countywide: Safe routes to school high school pilot program to shift mode away from single family vehicular trips to bicycle/pedestrian/carpooling/bussing.	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Sonoma	SON150012	17-10-0026	Son Co Transit	Sonoma County Transit: Replacement CNG Buses	Sonoma County Transit: two vehicles: Replace two 40-foot compressed natural gas (CNG)-fueled buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Sonoma	SON150013	17-10-0026	Son Co Transit	Sonoma County Transit: Replace 2006 CNG Buses	Sonoma County Transit: 5 vehicles: Replace five 40-foot CNG-fueled buses.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Sonoma	SON150017	17-10-0026	SantaRosa Bus	SRCityBus Non-Revenue Vehicle and Capital Equipmnt	Santa Rosa City Bus: At Transit Mall: Implement transit enhancements, purchase a replacement non-revenue vehicle, and rehab/renovate bus stops for ADA compliance	EXEMPT (40 CFR 93.126) - Purchase of support vehicles	2040
Sonoma	SON150019	17-10-0027	SantaRosa Bus	Implementation of Reimagining CityBus	Santa Rosa CityBus: Systemwide: Operating Assistance for implementing Reimagining CityBus	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Sonoma	SON170001	17-09-0018	Windsor	Windsor River Road/Windsor Road Intersection Imps	Windsor: At the Windsor River Road/Windsor Road/SMART intersection: Construct rail crossing safety improvements, multi-use path, pedestrian and vehicle traffic improvements.	EXEMPT (40 CFR 93.126) - Railroad/highway crossing	2020
Sonoma	SON170002	17-10-0023	MTC	Regional Planning Activities and PPM - Sonoma	Sonoma County: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	EXEMPT (40 CFR 93.126) - Planning activities conducted pursuant to titles 23 and 49 U.S.C	2040
Sonoma	SON170003	17-10-0027	SantaRosa Bus	Santa Rosa CityBus-paratransit operations	Santa Rosa CityBus: Provide operating assistance to Santa Rosa Paratransit.	EXEMPT (40 CFR 93.126) - Operating assistance to transit agencies	2040
Sonoma	SON170005	17-10-0026	Petaluma	Petaluma: Transit Yard & Facilities Improvements	Petaluma: Transit Yard and Facility: Improvements to enhance security and maintain a state of good repair, including pavement repair and upgrades, video surveillance system, office security, yard lighting,	EXEMPT (40 CFR 93.126) - Reconstruction or renovation of transit buildings and structures (e.g., rail	2040
Sonoma	SON170006	17-10-0026	Son Co Transit	Sonoma County Transit: Replace 2009 CNG Buses	Sonoma County Transit: Three 40-foot CNG-Fueled Buses: Replace with similar buses	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040

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Sonoma	SON170009	17-09-0001	Son Co TA	Sonoma County - County-Wide SRTS Program	Sonoma County: Countywide: Safe Routes to Schools Education Program in schools, while encouraging schools to lead their own ongoing programs, with a goal of increasing active or shared modes of	EXEMPT (40 CFR 93.126) - Grants for training and research programs	2040
Sonoma	SON170010	17-10-0022	Sonoma County	Sonoma County - River Road Pavement Rehab	Sonoma County: River Rd from Trenton-Healdsburg Rd to just west of the SMART right-of-way (PM 19.77 to 24.60): Rehabilitation of pavement and striping for bike lanes	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	SON170011	17-09-0001	Petaluma	Petaluma Blvd South Road Diet at E Street	Petaluma Blvd from E St to Crystal Ln: Rehab pavement, reconfigure lanes for smoother traffic flow, add class 2 bike lanes and signal modifications: Petaluma Blvd from E St to Mountain View Ave: Reduce	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Sonoma	SON170012	17-09-0001	Santa Rosa	Highway 101 Bicycle and Pedestrian Bridge	Santa Rosa: Over Highway 101 in the vicinity of the Santa Rosa Junior College and the Coddington Mall: Construct a Class I shared-use ADA accessible bicycle and pedestrian bridge	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	SON170013	17-10-0022	Sonoma County	Rehabilitaiton of Various Roads in Sonoma County	Sonoma County: Various streets and roads: Preserve and rehabilitate pavement and improve pedestrian and bike access	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	SON170014	17-09-0001	Sonoma County	Crocker Bridge Bike and Pedestrian Passage	Sonoma County: On existing north piers of Crocker Bridge: Construct a Class 1 bicycle and ped facility	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	SON170015	17-10-0022	Cotati	E. Cotati Avenue Street Rehabilitation Project	Cotati: E. Cotati Avenue from the railroad tracks east to the City limits: Repave street, landscape the median, update traffic signs, and repair and restore sidewalks to ADA compliance	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	SON170016	17-10-0022	Rohnert Park	Rohnert Park Various Streets Rehabilitation	Rohnert Park: On State Farm Drive from Rohnert Park Expressway to approximately 200 feet north of Professional Center Drive: Rehabilitate roadway	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	SON170017	17-10-0026	Petaluma	Petaluma AVL Equipment	Petaluma: Systemwide: Purchase and maintain AVL system equipment for fixed route vehicle.	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2040
Sonoma	SON170018	17-10-0026	Petaluma	Petaluma Purchase 1 Remanufactured Fixed Route Bus	Petaluma: 1 bus: Purchase replacement remanufactured 40' Fixed Route Bus	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Sonoma	SON170020	17-10-0026	Petaluma	Petaluma: Replace 2 Paratransit Cutaways	Petaluma: Petaluma Paratransit: Replace two (2) paratransit vans	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Sonoma	SON170021	17-09-0001	Sebastopol	Bodega Avenue Bike Lanes and Pavement Rehab	Sebastopol: Bodega Ave from Pleasant Hill Ave to High St: Rehabilitate pavement, fill in sidewalk gaps, widen pavement, add bike lanes, and implement pedestrian safety improvements	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040

*Projects with conformity analysis year 2040 reference programatic projects or projects with a completion date after 2030 in Plan Bay Area 2040

List of 2019 TIP Projects by County

Attachment A-1

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Air Quality Description	Conformity Analysis Year
Sonoma	SON170022	17-09-0001	Sonoma City	Fryer Creek Pedestrian and Bicycle Bridge	Sonoma: At Newcomb Street over Fryer Creek: Construct a new bicycle and pedestrian bridge and path as well as circulation and accessibility improvements to Newcomb Street and Fryer Creek Drive.	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	SON170023	17-10-0022	Santa Rosa	Santa Rosa Pavement Rehab of Various Streets	In Santa Rosa: Various locations: Pavement rehabilitation; Various locations: Restripe roadways to add Class II bike lanes	EXEMPT (40 CFR 93.126) - Pavement resurfacing and/or rehabilitation	2040
Sonoma	SON170024	17-09-0005	Healdsburg	Healdsburg Avenue Complete Streets Improvements	Healdsburg: On Healdsburg Ave from Powell Ave to Passalaqua Rd: Implement complete streets improvements for all modes of travel including reducing travel lanes from 5 to 3	EXEMPT (40 CFR 93.126) - Projects that correct, improve, or eliminate a hazardous location or feature	2040
Sonoma	SON170025	17-09-0001	Son Co Reg Park	Joe Rodota Trail Bridge Replacement	Sonoma County: On the Joe Rodota Trail near the City of Sebastopol: Remove and replace two deteriorating bicycle and pedestrian bridges	EXEMPT (40 CFR 93.126) - Bicycle and pedestrian facilities	2040
Sonoma	SON170026	17-10-0026	Santa Rosa Bus	Santa Rosa CityBus: Electric Bus Replacement	Santa Rosa CityBus: Four 40-foot local transit buses: Replace with Four 40-foot electric buses and purchase related charging equipment	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2040
Sonoma	SON190004	17-09-0017	Petaluma	Petaluma: Purchase Replacement Paratransit Van	Petaluma: Systemwide: Replace paratransit vehicles which have reached the end of their useful life.	EXEMPT (40 CFR 93.126) - Purchase of new buses and rail cars to replace existing vehicles or for	2020
Sonoma	SON190005	17-09-0017	Petaluma	Petaluma Transit: Security Systems Upgrade	Petaluma: Systemwide: Upgrade audio-visual on-board surveillance system in order to replace an aging system	EXEMPT (40 CFR 93.126) - Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts,	2020

*Projects with conformity analysis year 2040 reference programmatic projects or projects with a completion date after 2030 in Plan Bay Area 2040

Appendix A-2
List of Projects in the Final 2019 TIP with Updated Conformity
Analysis Years

Projects in the Amended 2019 TIP with Updated Conformity Analysis Years

Attachment A-2

County	TIP ID	RTP ID	Sponsor	Project Title	Project Description	Air Quality Description	Conformity Analysis Year
Alameda	ALA170009	17-10-0056	ACTC	I-680 Express Lane Gap Closure: SR-84 to Alcosta	Alameda County: SB I-680 from SR-84 to Alcosta Blvd: express lane improvements (Phase 1); NB I-680 from SR-84 to Alcosta Blvd: Widen for express lanes (Phase 2). Project also references the amendment to Plan Bay Area 2040.	NON-EXEMPT	2030

Appendix B
List of Projects in Amended Plan Bay Area 2040

Appendix B
List of Projects in Amended Plan Bay Area 2040

List of Amended Plan Bay Area 2040 Transportation Projects/Programs

Appendix A

RTPID	County/ Sponsor	Title	Description	Complete and Operational By:			Included in the Model?	Referenced in the 2019 TIP
				2020	2030	2040		
17-01-0001	Alameda	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps, including but not limited to projects that would implement these components on the following facilities: Alameda Point Trail, Bay Trail Connections and Gap Closures, East Bay Greenway, Iron Horse Trail Crossing, Union City Boulevard, Pierce Street, Shattuck Avenue, 7th Street Transit Village, Lake Merritt BART, Lakeside Complete Streets, Peralta and MLK Boulevard					Yes
17-01-0002	Alameda	Climate Program: TDM and Emission Reduction Technology	Projects in this category implement strategies and programs that reduce emissions, encourage alternative transportation modes, and manage transportation demand including but not limited to projects such as TDM program implementation, parking management, local area shuttle and paratransit services					Yes
17-01-0003	Alameda	County Safety, Security and Other	Projects in this category address safety, security and other needs, including but not limited to projects such as Central Avenue Overpass, BART Security Program					Yes
17-01-0004	Alameda	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements, including but not limited to projects such as Grimmer Boulevard Greenway, Telegraph Avenue Complete Streets, West Grand Avenue Complete Streets, Hearst Avenue Complete Streets					Yes
17-01-0005	Alameda	PDA Planning	This category includes planning studies supporting the region's PDA framework and connecting transportation and land use					
17-01-0006	Alameda	Minor Roadway Expansions	This category includes roadway capacity increasing projects (new roadways or widening/extensions of existing roadways) on minor roads such as Clement Avenue, Mariner Square, Mitchell Street, Scarlett Drive, Stoneridge Drive, Kato Road					Yes
17-01-0007	Alameda	Roadway Operations	This category includes projects that improve roadway, intersection, or interchange operations, ITS, as well as other transportation system management					Yes
17-01-0008	Alameda	Minor Transit Improvements	This category includes minor projects that improve or complement existing transit operations including but not limited to projects such as rapid bus service in Alameda Point, the Bernal Park and Ride, Line 51 project completion and capital replacement, Newark Transit Station improvements, and Dumbarton Corridor Area Transportation Improvements					Yes
17-01-0009	Alameda	New Alameda Point Ferry Terminal	Provide for new ferry terminal at Seaplane Lagoon		Yes	Yes	Yes	
17-01-0014	Alameda	I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades	To upgrade the existing toll system for the I-680 southbound express lane project. Additionally, it would also result in upgrades to the existing pavement for a near continuous access express lanes facility.					
17-01-0015	Alameda	7th Street Grade Separation East	Project replaces the substandard 7th St. roadway & pedestrian underpass at the north end of Railport Oakland Intermodal Yard (RO-IY). The new, depressed roadway allows for new rail crossings to improve connections to the future OHIT IV and project completes a missing segment of the Bay Trail.					Yes
17-01-0016	Alameda	Oakland Army Base transportation infrastructure improvements	Constructs public improvements for trade, logistics and ancillary maritime services that promote cleaner modes of transportation, efficient goods movement, congestion relief on countywide freight corridors, new jobs, and fulfills a mandate to reduce truck trips through the West Oakland community.					
17-01-0017	Alameda	Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	OHIT consists of 3 phases. Phase 1, for the lead, support and manifest tracks, is under construction. Phase 2 has two intermodal tracks; Phase 3 has six intermodal tracks and electric cranes. The Project enables a shift of cargo from truck to rail to maximize the Port's operational potential.					Yes
17-01-0018	Alameda	7th Street Grade Separation West	The Project creates a new elevated intersection at 7th & Maritime Streets, and provides new rail access between the Oakland Army Base and the Oakland International Gateway. The Project shifts cargo from truck to rail, reduces truck congestion and emissions, and improves public access.					Yes
17-01-0019	Alameda	I-580 Integrated Corridor Mobility (ICM)	This project implements multiple traffic operation systems and strategies that will address the challenges of traffic congestion in the corridor. The project will install new and upgrade existing corridor management elements along Interstate 580. Full ICM depends on extending North Canyons Parkway to Dublin Boulevard (RTPID 17-01-0048)		Yes	Yes	Yes	
17-01-0020	Alameda	SR-262 Mission Boulevard Cross Connector Improvements	This project will increase mobility between I-680 and I-880 by widening Mission to 3 lanes in each direction throughout the I-680 interchange, rebuild the NB and SB 680 on and off ramps, and potentially grade separate Mission Blvd. from Mohave Dr. and Warm Springs Blvd.		Yes	Yes	Yes	Yes
17-01-0021	Alameda	I-880 Whipple Road Interchange Improvements	Full interchange improvements at Whipple Road/I-880, including northbound off-ramp, surface street improvements and realignment		Yes	Yes	Yes	Yes
17-01-0022	Alameda	Outer Harbor Turning Basin	The project will upgrade the existing Outer Harbor Turning Basin (OHTB) at the Port of Oakland from 1,650' to 1,920' in diameter to handle ships up to 1,320' long.					
17-01-0023	Alameda	I-880 Industrial Parkway Interchange Reconstruction	Reconstruct the I-880/Industrial Parkway interchange to provide a northbound off-ramp and a southbound HOV bypass lane on the southbound loop off-ramp. Reconstruct the bridge over I-880.		Yes	Yes	Yes	Yes
17-01-0024	Alameda	I-880 A Street Interchange Reconstruction	Reconstruct interchange to widen A Street from 5 lanes to 6 lanes and add bike lanes, and provide additional lane capacity for potential future freeway widening. Project also involves modifying signals and reconfiguring intersections to improve truck-turning maneuvers.		Yes	Yes	Yes	Yes

List of Amended Plan Bay Area 2040 Transportation Projects/Programs

Appendix A

RTPID	County/ Sponsor	Title	Description	Complete and Operational By:			Included in the Model?	Referenced in the 2019 TIP
				2020	2030	2040		
17-01-0025	Alameda	Oakland International Airport Perimeter Dike	This project will upgrade and improve the 4.5 mile long dike protecting OAK, terminal and other facilities, roadways, transit services & trails connecting Alameda and San Leandro. Includes seismic stabilization, FEMA compliance, and protection against climate change and sea level rise.					
17-01-0026	Alameda	Minor Freight Improvements Programmatic	This program includes projects that improve freight operations and reduce impacts of freight activity. This includes but is not limited to railroad quiet zones, multimodal safety projects at crossings, freight corridor upgrades, ITS improvements, terminal lighting, seismic monitoring, rail connections between Oakland and Niles Subdivisions, truck parking facilities, rail platforms, and other projects that would implement the Alameda CTC Goods Movement plan.					Yes
17-01-0027	Alameda	Middle Harbor Road Improvements	This project identifies & implements solutions to the traffic circulation issues on Middle Harbor Rd. Solutions may include dedicated queue or turn lanes, signalization, and relocation or reconfiguration of terminal gates and recommendations for Adeline St. Bridge reconfiguration as appropriate.					
17-01-0028	Alameda	I-580/I-680 Interchange: Project Development and Phase 1 Short-term Operational Improvements	Improve capacity, operations and safety at the interchange, primarily in the westbound direction approaching the interchange. This project includes the Phase 1 short-term operational improvements.		Yes	Yes	Yes	Yes
17-01-0029	Alameda	SR-84/I-680 Interchange Improvements and SR-84 Widening	Construct interchange improvements for the Route 84/I-680 Interchange, widen Route 84 from Pigeon Pass to I-680 and construct aux lanes on I-680 between Andrade and Route 84.		Yes	Yes	Yes	Yes
17-01-0030	Alameda	I-880 Broadway/Jackson Interchange Improvements	The project proposes to improve connectivity between I-880/I-980 and Alameda and Oakland. Improvements include reconfiguration of existing ramps, demolition of existing ones, and construction of new ramps.		Yes	Yes	Yes	Yes
17-01-0031	Alameda	I-880 at 23rd/29th Avenue Interchange Improvements	Provide improvements to NB I-880 at 23rd and 29th Avenue interchange by improving the freeway on- and off-ramp geometrics, replacing the overcrossings, and modifying local streets, landscape enhancement, and construction of a soundwall.	Yes	Yes	Yes	Yes	Yes
17-01-0032	Alameda	SR-84 Widening (Ruby Hill Drive to Concannon Boulevard)	The Route Expressway - South Segment involves widening a 2.4 mile section of SR 84 (Isabel Ave) from Ruby Hill Drive to Concannon Boulevard from two lanes to four lanes.	Yes	Yes	Yes	Yes	Yes
17-01-0033	Alameda	I-580 Vasco Road Interchange Improvements	Modify I-580/Vasco Rd interchange. Widen I-580 overcrossing and add new loop ramp in southwest quadrant. Includes widening Vasco Road to 8 lanes between Northfront Road and Las Positas Road and other local roadway improvements.		Yes	Yes	Yes	
17-01-0034	Alameda	I-580 Greenville Road Interchange Improvements	Construct a new interchange at I-580/Greenville Road to replace the existing interchange. Project will include widening the undercrossing to provide six lanes, and constructing ramps to achieve a modified partial cloverleaf interchange design.		Yes	Yes	Yes	
17-01-0035	Alameda	I-580 First Street Interchange Improvements	Reconstruct and modify the I-580/First Street interchange into partial cloverleaf design with 6-lanes on First Street over I-580.		Yes	Yes	Yes	
17-01-0036	Alameda	SR-92/Clawiter Road/Whitesell Street Interchange Improvements	The project would reconstruct the SR-92/Clawiter Rd interchange to create the SR-92/Whitesell St interchange, addressing truck traffic access needs by: reconfiguring Clawiter/SR 92 interchange, creating new access to SR 92 at Whitesell St, and consolidating access for these two local roads.		Yes	Yes	Yes	Yes
17-01-0037	Alameda	Ashby I-80 Interchange with Bicycle and Pedestrian Ramps	Reconstruct the Ashby Avenue interchange, including construction of a new bridge to replace existing bridges, a roundabout interchange, and bicycle/pedestrian access over the I-80 freeway at the Ashby-Shellmound interchange.					Yes
17-01-0038	Alameda	I-580 Interchange Improvement at Hacienda/Fallon Road - Phase 2	1-580/Fallon Rd I/C Improvements (Phase 2): Reconstruct overcrossing to add lanes I-580 Hacienda Dr I/C Improvements: Reconstruct overcrossing to add lanes		Yes	Yes	Yes	Yes
17-01-0039	Alameda	I-580 SR-84/Isabel Interchange Improvements Phase 2	Complete ultimate improvements at I-580/Isabel/State Route 84 Interchange to provide 6-lanes over I-580 at the Isabel/State Route 84 Interchange and 4-lanes over I-580 at the Portola Avenue flyover.		Yes	Yes	Yes	
17-01-0040	Alameda	I-80 Gilman Street Interchange Improvements	The proposed project is located in northwest Berkeley and will reconfigure the I-80/Gilman interchange. The limits for the freeway and ramp traffic operations would include I-80 from east of Buchanan Street to west of University Avenue.					Yes
17-01-0041	Alameda	I-880 Winton Avenue Interchange Improvements	This project proposes to modify the existing Winton Avenue/I-880 cloverleaf interchange to a partial cloverleaf interchange, implement Complete Street per Caltrans HDM and provide direct access to Southland Mall.		Yes	Yes	Yes	Yes
17-01-0042	Alameda	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	Widen Stoneridge Drive overcrossing at I-680 constructing third westbound lane		Yes	Yes	Yes	
17-01-0043	Alameda	42nd Ave & High St Access Improvement at I-880 On/Off Ramp	Adjacent I-880/High St, project will widen and extend existing local roads; improve vehicles level of service, pedestrian & ADA accessibility, access to ramps/Alameda; expand the region's bike route; eliminate circuitous traffic and congestion near I-880, promote redevelopment in the Estuary Area.	Yes	Yes	Yes	Yes	Yes
17-01-0044	Alameda	I-680 Sunol Interchange Modification	Signalize Sunol @ I-680 Interchange ramps and widen Southbound on ramp	Yes	Yes	Yes	Yes	
17-01-0045	Alameda	Santa Rita Road I-580 Overcrossing Widening	Widen Southbound Santa Rita Road overcrossing at I-580 constructing third southbound through lane at Pimlico Drive and second on ramp lane to I-580 eastbound.		Yes	Yes	Yes	
17-01-0046	Alameda	Coliseum City Transit Hub	The project is a consolidated multi-modal transit hub at the existing Coliseum BART station and Amtrak Station for patrons of the future Coliseum City Transit-Oriented Development. Includes pedestrian concourse and replacement for 1000 BART parking spaces which may be shared with other uses.					

List of Amended Plan Bay Area 2040 Transportation Projects/Programs

Appendix A

RTPID	County/ Sponsor	Title	Description	Complete and Operational By:			Included in the Model?	Referenced in the 2019 TIP
				2020	2030	2040		
17-01-0047	Alameda	I-880 to Mission Boulevard East-West Connector	Improved east-west connection between I-880 and Route 238 (Mission Blvd.) comprised of a combination of new roadways along preserved ROW and improvements to existing roadways and intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Mission Boulevard.		Yes	Yes	Yes	Yes
17-01-0048	Alameda	Dublin Boulevard - North Canyons Parkway Extension	This project will update the currently planned project by incorporating multimodal travel, and construct the street extension to connect Dublin Blvd. in Dublin with North Canyons Parkway in Livermore at Doolan Road. The existing RTP project lacks the current State, regional, and local priorities. This project was carried forward from RTPIDs 21473, 240392.		Yes	Yes	Yes	Yes
17-01-0049	Alameda	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	Replace the existing vehicular bridge with one structure that can provide the only Lifeline access from Alameda. Provide dedicated transit lanes, bike lanes, median and sidewalks.					
17-01-0050	Alameda	SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd)	Widen Mowry Ave from Peralta Blvd to Mission Blvd (State Route 84) from two to four lanes and install bike lanes and sidewalks on both sides of the street.		Yes	Yes	Yes	
17-01-0051	Alameda	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	This project will widen Tassajara Road from existing 2 lanes to 4 lanes between N/ Dublin Ranch Drive to City limit with C C County. It would add new bike lanes, construct/upgrade bus stops, and add missing sidewalks, ADA ramps, curb and gutter. Traffic signals will be upgraded.		Yes	Yes	Yes	
17-01-0052	Alameda	Auto Mall Parkway Widening and Improvements	Widen Auto Mall Parkway from four lanes to six lanes between I880 and I680 including intersection improvements and widening of the Auto Mall bridge over UPRR.		Yes	Yes	Yes	
17-01-0053	Alameda	Dougherty Road Widening	This project will complete 1.83 mile of widening of Dougherty Rd. from 4 lanes to 6 lanes from Dublin Blvd. to the county line. Some of the improvements include; class II bike lanes, landscaped median islands, street lighting, traffic signal modifications, and 1.4 miles of Bike/Ped. Class I trail.	Yes	Yes	Yes	Yes	Yes
17-01-0054	Alameda	Union City Boulevard Widening (Whipple to City Limit)	Widen Union City Boulevard to three travel lanes in each direction from Whipple Road to the City limits with Hayward.		Yes	Yes	Yes	
17-01-0055	Alameda	SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave)	This project will widen Peralta Blvd (State Route 84) to four lanes with continuous bike lanes and sidewalks on both sides of the road from Fremont Blvd to Mowry Ave.		Yes	Yes	Yes	
17-01-0056	Alameda	Thornton Avenue Widening (Gateway Boulevard to Hickory Street)	The project will widen this undivided two-lane section of Thornton Avenue to a four-lane divided arterial street.		Yes	Yes	Yes	
17-01-0057	Alameda	Dublin Boulevard Widening - Sierra Court to Dublin Court	This project proposes to widen Dublin Boulevard from Sierra Court to Dublin Court in the westbound direction from two to three lanes in the City of Dublin. This project also includes the construction of Class II bike lanes.	Yes	Yes	Yes	Yes	Yes
17-01-0058	Alameda	Irvington BART Station	Construct a new BART station in Irvington PDA in Fremont on Osgood Road near Washington Boulevard as called for in the 2014 Alameda County Transportation Expenditure Plan		Yes	Yes	Yes	
17-01-0059	Alameda	Union City Intermodal Station Phase 4	Phase 4 is an at grade intermodal station to serve both AMTRAK, ACE and future Dumbarton Rail with elevated tracks and passengers platforms.					
17-01-0060	Alameda	East Bay BRT	A 9.5 mile BRT line from downtown Oakland to the San Leandro BART station on International Blvd and East 14th St. with 80% dedicated lanes; 27 new hybrid buses; 34 level-boarding platform stations; real time arrival information; and transit signal priority. It also includes parking mitigations.	Yes	Yes	Yes	Yes	Yes
17-01-0061	Alameda	Ralph Appezzato Memorial Parkway BRT	To create BRT infrastructure between Webster Street and the Alameda Point PDA, connecting future residents and workers on the former base (as well as existing Alameda residents) to downtown Oakland and BART via Webster Street Tube. The BRT's Alameda term	Yes	Yes	Yes	Yes	

List of Amended Plan Bay Area 2040 Transportation Projects/Programs

Appendix A

RTPID	County/ Sponsor	Title	Description	Complete and Operational By:			Included in the Model?	Referenced in the 2019 TIP
				2020	2030	2040		
17-01-0062	Alameda	BART to Livermore/ACE Project Development and Construction Reserve	BART is preparing a project-level Environmental Impact Report evaluating five alternatives for the BART to Livermore Extension Project. BART extension to Isabel Avenue, DMU/EMU to Isabel Avenue, Express Bus/BRT, Enhanced Bus, and No-build.					Yes
17-01-0063	Alameda	Broadway Shuttle Expansion	Planning and environmental analysis of the Broadway Shuttle Expansion project which seeks to extend the shuttle route and service hours, and upgrade the project to an Enhanced Bus or Electric Streetcar line to enhance transit circulation and mobility, and catalyze mixed-use TOD and economic develop					
17-01-0064	Alameda	Additional Local Road Preservation/Rehab	Additional funding for local streets and roads maintenance in Oakland from the City of Oakland Measure KK (Nov. 2016 ballot measure)					
17-01-0065	Alameda	I-680 Express Lanes Gap Closure	Add an express lane to the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84.		Yes	Yes	Yes	Yes
17-02-0001	Contra Costa	Access and Mobility Program	This category includes projects that improve access and mobility for people with disabilities, low-income residents, and seniors, such as West County Low-Income School Bus Program, paratransit through Contra Costa County, information and outreach projects, dial-a-ride, guaranteed ride home, non-operational transit capital enhancements (i.e. bus shelters), local shuttles, lighting and security projects, and discounted transit passes.					Yes
17-02-0002	Contra Costa	Innovative Transportation Technology	This category includes projects that would implement technological advances for transportation such as connected vehicle, autonomous vehicle, and other innovations.					
17-02-0003	Contra Costa	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps, such as Lamorinda Bicycle and Pedestrian Program, Wildcat Creek Trail, and Contra Costa County's Safe Routes to School Program					Yes
17-02-0004	Contra Costa	County Safety, Security and Other	Projects in this category address safety, security and other needs such as Lone Tree Way Undercrossing, Marsh Creek Road Curve Realignment, Cutting/Carlson grade crossing improvements, San Pablo Avenue overcrossing, Vasco Road safety improvement, and Viera Avenue Realignment					Yes
17-02-0005	Contra Costa	Multimodal Streetscape	Projects in this category implement complete streets improvements to roadways throughout Contra Costa County, such as on San Pablo Avenue, near the Del Norte and Concord BART stations, and in PDAs.					Yes
17-02-0007	Contra Costa	Minor Roadway Expansions	Funds future widening and extensions of non-regionally significant roadways such as John Muir Parkway, Slatten Ranch Road, James Donlon Blvd, Hillcrest Avenue, Sand Creek Road, San Jose Avenue and other roads throughout Contra Costa County					Yes
17-02-0008	Contra Costa	Roadway Operations	Projects in this category improve roadway operations through technology and management systems on roads throughout Contra Costa County such as Clayton Road, Treat Boulevard, Contra Costa Boulevard, St. Mary's Road, Alhambra Avenue, Mt. Diablo Boulevard, roads in downtown Lafayette and Gateway/Lamorinda Traffic Program					Yes
17-02-0009	Contra Costa	Minor Transit Improvements	Projects in this category improve or complement existing transit operations through rolling stock, park and ride lots, express bus service expansion, technology upgrades, bus transit preferential measures, eBART support service and school bus programs					Yes
17-02-0010	Contra Costa	SR4 Integrated Corridor Mobility	SR4 Integrated Corridor Mobility from I-80 to SR160, including adaptive ramp metering, advanced traveler information, arterial management system, freeway management system, connected vehicle applications		Yes	Yes	Yes	Yes
17-02-0011	Contra Costa	I-80 ICM Project Operations and Maintenance	I-80 Integrated Corridor Mobility (ICM) Project Operations and Management - Local Portion - Maintenance in Contra Costa; This project will implement Adaptive Ramp Metering (ARM) and Active Traffic Management (ATM) strategies will be employed to reduction congestion and provide incident management capabilities.	Yes	Yes	Yes	Yes	
17-02-0012	Contra Costa	I-680 Northbound Managed Lane Completion through 680/24 and Operational Improvements between N. Main and Treat Blvd	I-680 carpool lane completion thru 680/24 interchange and operational Improvements between N. Main and Treat Blvd		Yes	Yes	Yes	Yes
17-02-0013	Contra Costa	I-680 Northbound HOV lane extension between N. Main and SR-242	Provides an HOV lane in the northbound direction between N. Main and SR242, which will shorten a gap in the HOV network which currently exists between Livorna and SR242.		Yes	Yes	Yes	Yes
17-02-0014	Contra Costa	Kirker Pass Road Northbound Truck Climbing Lane, Clearbrook Drive to Crest of Kirker Pass Road	This project will add NB truck climbing lane from Clearbrook Drive in the City of Concord to a point 1,000 beyond the crest of Kirker Pass Road. The addition will include a 12-foot dedicated truck climbing lane and a Class II bike lane within an 8-foot paved shoulder.	Yes	Yes	Yes	Yes	Yes
17-02-0015	Contra Costa	Vasco Road Byron Highway Connector Road	New road between Vasco Road and Byron Highway that increases access to the Byron Airport. Road will be 1 lane per direction with at grade intersections at both end. Project is formerly named: SR-239: Airport Connector			Yes	Yes	Yes
17-02-0016	Contra Costa	Construct SR 242/Clayton Road on and off-ramps	Construct on and off-ramp for SR 242 at Clayton Road		Yes	Yes	Yes	Yes
17-02-0017	Contra Costa	SR-239 Feasibility Studies and Project Development	Environmental and design study to construct a new State Route connecting SR4 to Interstates 205/580 near Tracy. Route alignment is not yet defined.					Yes
17-02-0019	Contra Costa	I-680/SR4 Interchange Improvements - Phases 1-3	Improve I-680/SR4 interchange by implementing: direct connectors for NB I-680 to WB SR4 (Ph1) & WB SR4 to SB I-680 (Ph2), & widening SR4 btw SR242 & Morello from 2 to 3 lanes per direction (Ph3). The 2-lane direct connectors will replace a single lane loop ramp & a single lane diagonal ramp, respectively.		Yes	Yes	Yes	Yes

List of Amended Plan Bay Area 2040 Transportation Projects/Programs

Appendix A

RTPID	County/ Sponsor	Title	Description	Complete and Operational By:			Included in the Model?	Referenced in the 2019 TIP
				2020	2030	2040		
17-02-0020	Contra Costa	SR-4 Operational Improvements - Initial Phases	Various operational improvements on SR-4 between SR-242 and Bailey Road, including adding auxiliary lanes in strategic locations along this corridor		Yes	Yes	Yes	Yes
17-02-0021	Contra Costa	Reconstruct I-80/San Pablo Dam Road Interchange	Phase 1 includes relocating El Portal Dr. on-ramp to WB I-80 to the north, extending the auxiliary lane along WB I-80 between San Pablo Dam Rd off-ramp and El Portal Dr on-ramp, and reconstructing the Riverside Ave pedestrian overcrossing. Phase 2 includes modifications to McBryde and SPDR I/C & Includes provisions for bicyclists and pedestrians on San Pablo Dam Rd.		Yes	Yes	Yes	Yes
17-02-0022	Contra Costa	I-680 Southbound HOV Lane between N. Main and Livorna	Through the I-680/SR 24 Interchange, this project adds an HOV lane on I-680 SB, through minor widening and restriping to narrower lanes. Existing number of mixed flow lanes will be kept the same.	Yes	Yes	Yes	Yes	Yes
17-02-0023	Contra Costa	State Route 4 Widening and Balfour Road IC Construction	Construct SR4 Bypass interchange at Balfour Rd and Widen SR4 from 2 to 4 lanes.	Yes	Yes	Yes	Yes	Yes
17-02-0024	Contra Costa	I-80/SR-4 Interchange Improvements - New Eastbound Willow Avenue Ramps	New SR4 eastbound offramp and onramp at Willow north of Palm Avenue and removal of Willow Hook Ramps		Yes	Yes	Yes	
17-02-0026	Contra Costa	I-80/Central Avenue Interchange Modification - Phases 1 & 2	Construct new signals and changeable message signs to redirect I-80 westbound on-ramp traffic during weekend peak periods to I-580, connect Pierce Street to San Mateo Street to relocate the traffic signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection, and construct other necessary improvements.		Yes	Yes	Yes	Yes
17-02-0027	Contra Costa	Construct Additional Auxiliary Lanes on I-680 - South of I-680/SR-24 Interchange	Additional I-680 NB and SB auxiliary lanes south of I-680/SR 24 Interchange, including the following locations: Alcosta Road to Bollinger Canyon Road; El Cerro Blvd to El Pintado Road; El Pintado Road to Stone Valley Road; Stone Valley Road to Livorna Road; and Livorna Road to Rudgear Road.	Yes	Yes	Yes	Yes	
17-02-0028	Contra Costa	I-80 Eastbound and Westbound Pinole Valley Road On-ramp Improvement	Improve conditions for merging onto the I-80 mainline from the eastbound and westbound Pinole Valley Road on-ramps to address vehicles accelerating uphill after stopping at ramp meter.		Yes	Yes	Yes	
17-02-0029	Contra Costa	Eastbound SR-24: Construct Auxiliary Lane, Wilder Road to Camino Pablo	Construct auxiliary lane along eastbound Highway 24 from on-ramp at Wilder Road to downtown Orinda off-ramp at Moraga Way/Camino Pablo/Brookwood Road		Yes	Yes	Yes	
17-02-0030	Contra Costa	Widen Brentwood Boulevard - Havenwood Way to north city limit; and Chestnut to Fir	Project would widen Lone Tree Way from 2 to 4 lanes for approximately 2400 linear feet. It also includes bike lanes, median islands, curb, gutter, sidewalk street lights and landscaping.		Yes	Yes	Yes	Yes
17-02-0031	Contra Costa	Widen Willow Pass Road, Lynwood Drive to SR 4	Widen Willow Pass Road from Lynwood Drive to State Route 4 from two lanes to four lanes and implement Complete Streets Improvements		Yes	Yes	Yes	
17-02-0032	Contra Costa	Widen Ygnacio Valley Road-Kirker Pass Road, Cowell to Michigan	Widen Ygnacio Valley Road from Michigan Blvd to Cowell Road from four lanes to six lanes and implement Complete Streets improvements		Yes	Yes	Yes	Yes
17-02-0033	Contra Costa	Widen Camino Tassajara Road, Windemere to County Line	Widen Camino Tassajara Road from 2-lanes to 4-lanes, including 8-foot paved shoulders and Class II bike lanes in both directions from Windemere Parkway to the Alameda/Contra Costa County Line.		Yes	Yes	Yes	Yes
17-02-0034	Contra Costa	West Leland Road Extension	Construct new 4-lane arterial roadway with raised median, class 2 bike lanes, and sidewalks from San Marco Boulevard to Willow Pass Road, with a design speed of 55 mph.	Yes	Yes	Yes	Yes	
17-02-0035	Contra Costa	Lone Tree Way Widening	Widen Lone Tree Way to 4-lanes in order to match section west of O'Hara Avenue.		Yes	Yes	Yes	Yes
17-02-0036	Contra Costa	Pittsburg-Antioch Highway Widening	Widen existing 2-lane arterial roadway to 4-lane arterial with turning lanes at appropriate locations.	Yes	Yes	Yes	Yes	
17-02-0037	Contra Costa	Widen Main St, SR 160 to Big Break Rd	Widen Main Street from Highway 160 to Big Break Road from 4 lanes to 6 lanes.		Yes	Yes	Yes	
17-02-0038	Contra Costa	Main Street Bypass	Construct Main Street Downtown Bypass road between Vintage Parkway and 2nd Street.	Yes	Yes	Yes	Yes	
17-02-0039	Contra Costa	Hercules Train Station - All Phases	Implement all phases of the Hercules Train Station including extending John Muir Parkway with box culvert over North Channel and Bayfront Boulevard with bridge over Refugio Creek, eliminating gap in the Bay Trail West Segment by installing new trail connecting to new rail station, relocating fuel oil & fiber optic lines, constructing transit loop promenade and civic plaza, constructing parking structure, and conducting track/signal work		Yes	Yes	Yes	Yes
17-02-0040	Contra Costa	Martinez Intermodal Project: Phase 3	Constructs Martinez Intermodal Station (Phase 3), which includes an additional 425 spaces and auto/ped bridges (on top of planned 200 interim spaces).					
17-02-0041	Contra Costa	Privately Run Ferry Service including Small-Scale (non-WETA complying) Landside Improvements from Antioch, Martinez, and Hercules to San Francisco	Implement new ferry service from Antioch, Martinez, and Hercules to San Francisco. Project cost includes landside improvements and privately run ferry service, which would be provided at a lower cost than standard WETA service. Ferry service is only included in the Plan from 2020 to 2035.	Yes	Yes		Yes	
17-02-0042	Contra Costa	Richmond-San Francisco Ferry Service	Implements ferry service from Richmond to San Francisco as identified in the Water Transit Authority's Implementation and Operations Plan.	Yes	Yes	Yes	Yes	Yes
17-02-0043	Contra Costa	BART Capacity, Access and Parking Improvements	Includes projects that improve BART station capacity and implement access and parking improvement at Contra Costa BART station					Yes

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17-02-0044	Contra Costa	Landside Improvements for Richmond Ferry Service	Construct landside improvements for Richmond ferry service, including expanded parking.					
17-02-0045	Contra Costa	El Cerrito del Norte BART Station Modernization, Phase 1	Project will provide improvements including, but not limited to: expansion of the paid area of the station, including a new station agent booth and new fare gates new elevators and stairwells within the paid area providing access to the platform new passenger restrooms, new public art installations					
17-02-0046	Contra Costa	Civic Center Railroad Platform Park & Ride Complex	The proposed project is the construction of an approximately 800-foot train platform along the San Joaquin Service line, which would be located north of Main Street in Oakley, between 2nd Street and O'Hara Avenue. Approximately 300 surface parking spaces, distributed in two parking lots to avoid one large surface lot off Main Street, will be included to support Park & Ride activities as well as future train riders.		Yes	Yes	Yes	Yes
17-02-0047	Contra Costa	East County Rail Extension (eBART), Phase 1	Construction of rail extension eastward from Pittsburg-Bay Point BART station with Phase 1 terminus at Hillcrest Avenue in Antioch.	Yes	Yes	Yes	Yes	Yes
17-02-0049	Contra Costa	West County High Capacity Transit Investment Study Implementation - Phase 1	Environmental, engineering and initial implementation work associated with the recommendations from the study.					
17-02-0050	Contra Costa	Brentwood Intermodal Transit Center	This project is a PNR facility in the City of Brentwood providing a transit connection to the current eBART terminus in Antioch. Tri-Delta transit would provide direct bus service from this facility which could serve as a future eBART station site in the future.		Yes	Yes	Yes	
17-02-0051	Contra Costa	I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots	I-680 Transit Improvements including Express Bus Service, ITS components, and Park & Ride Lots along the I-680 corridor from Dublin to Martinez		Yes	Yes	Yes	
17-02-0052	Contra Costa	Widen San Ramon Valley Boulevard from 2 to 4 lanes - Jewel Terrace to Podva Road	Widen San Ramon Valley Boulevard from 2 to 4 lanes - Jewel Terrace to Podva Road	Yes	Yes	Yes	Yes	Yes
17-03-0001	Marin	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps throughout Marin County					Yes
17-03-0002	Marin	Climate Program: TDM and Emission Reduction Technology	Projects in this category implement strategies and programs that reduce emissions, encourage alternative transportation modes, and manage transportation demand including but not limited to projects such as TDM program implementation, parking management, local area shuttle and paratransit services					
17-03-0003	Marin	County Safety, Security and Other	Projects in this category address safety and security needs including safe routes to school and coastal flood mitigation projects					
17-03-0004	Marin	Roadway Operations	Projects in this category improve roadway operations through technology and management systems on roads throughout Marin County including Sir Francis Drake and other local corridor enhancements					Yes
17-03-0005	Marin	Minor Transit Improvements	Projects in this category improve or complement existing transit operations through transit management systems, bus maintenance facility relocation, local bus and ferry service expansion, countywide bus stop improvements and access improvements to SMART stations, among other bus transit capital and facility projects					Yes
17-03-0006	Marin	Implement Marin Sonoma Narrows HOV Lane and corridor improvements Phase 2 (Marin County)	Extend US 101 HOV lane from Atherton Avenue to Marin/Sonoma County line in the northbound direction and from Rowland Boulevard to Marin/Sonoma County line in southbound direction. This project will complete the HOV lane system in Marin County from Richardson Bay Bridge to Marin/Sonoma County line.		Yes	Yes	Yes	Yes
17-03-0007	Marin	US 101/580 Interchange Direct Connector - PAED	Study, design and connection for a two lane direct connector northbound US 101 to eastbound HWY 580. The project would entail PSR, PAED and construction of a direct freeway to freeway interchange instead of local arterials. Study includes 580 westbound to south US 101.					
17-03-0008	Marin	Tiburon East Blithedale Interchange - PAED	Planning and environmental assessment of alternatives to improve the US 101/Tiburon Boulevard interchange					
17-03-0009	Marin	Access Improvements to Richmond San Rafael Bridge	Shift eastbound lane reduction 1,000 feet to the east on SFD and Improve shoulders from Larkspur Landing Circle to Anderson Drive. Improve bicycle access from Anderson Drive to Main Street. Add additional thru capacity at Bellam Boulevard off ramp from northbound 101 eastbound Interstate 580. Widen northbound Bellam off-ramp from US 101 to two lanes.	Yes	Yes	Yes	Yes	
17-03-0010	Marin	Highway Improvement Studies	Operational and capacity enhancement studies to address safety, sea level rise, and congestion on US 101, HWY 1 and HWY 37, primarily focused on Interchange and ramp modifications as well as mainline improvements. PSRs level studies are funded, PAED and advanced outreach flexibility.					
17-03-0011	Marin	Widen Novato Boulevard between Diablo Avenue and Grant Avenue	Widen Novato Blvd. between Diablo Ave. and Grant Ave. to accommodate future growth and enable roadway system to operate safely and efficiently, per City's General Plan.		Yes	Yes	Yes	Yes
17-03-0012	Marin	Sir Francis Drake Boulevard/Red Hill Avenue/Center Boulevard (known as "The Hub") - project development	Alternatives analysis, environmental and design of interchange improvements to this congested intersection. This study will include the study of a potential roundabout and improvements to this major arterial.					

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17-03-0013	Marin	San Rafael Transit Center (SRTC) Relocation Project	This project involves the full or partial relocation of the Bettini Transit Center/San Rafael Transit Center (SRTC). Relocating the existing transit center is necessary because SMART rail bi-sects the transit center, which eliminates one existing bus platform and renders the remaining platforms of the transit service unusable in whole or in part.					
17-03-0014	Marin	Larkspur Ferry Terminal Parking Garage - Planning Study	This project would provide environmental, design, engineering and construction of a parking garage to augment existing inadequate parking at the Larkspur Ferry Terminal (LFT) and improve parking, traffic and pedestrian circulation around and within LFT. The parking garage would increase parking capacity from by approximately 36%, from 1,800 to 2,450 parking spaces.					Yes
17-03-0015	Marin	SMART Downtown San Rafael to Larkspur Rail Extension	Extend rail from Downtown San Rafael 2.2 miles to Larkspur SMART Station.	Yes	Yes	Yes	Yes	Yes
17-03-0016	Marin	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements					Yes
17-04-0001	Napa	Bicycle and Pedestrian Program	Countywide bicycle network expansion, countywide bicycle network maintenance & rehabilitation, countywide pedestrian network enhancements, maintenance, rehabilitation and expansion. Also, includes countywide SRTS infrastructure and non-infrastructure projects/programs.					Yes
17-04-0002	Napa	County Safety, Security and Other	Railroad crossing safety upgrades, corridor and Safety Improvements					Yes
17-04-0003	Napa	Multimodal Streetscape	Complete streets implementation and street reconstruction.					
17-04-0004	Napa	Minor Roadway Expansions	Additional road capacity and extensions including bridge construction throughout Napa County and including along Devlin Road and Eucalyptus Drive					Yes
17-04-0005	Napa	Roadway Operations	Intersection improvements and modifications, roadway capacity enhancements, including SR 221 and Soscol Avenue, and other City of Napa intersection improvements					Yes
17-04-0006	Napa	Minor Transit Improvements	Enhanced and expanded transit services, improved commuter amenities, Vine transit maintenance and fueling station, transit fleet expansion, new transit and vehicle technology, improved signage and enhanced transit stops.					Yes
17-04-0007	Napa	Countywide Intelligent Transportation Systems Program	Technology and signalization integration, coordination and improvements.					
17-04-0008	Napa	State Route 29 Improvements	Construct SR29 to a 6-lane Parkway with improved conditions for all travel modes from Napa Junction Road to South Kelly Road and increase capacity in SR-29 from 4 lanes to 6 lanes in unincorporated Napa County, between South Kelly Road and SR 12 Jameson Canyon Road, as well as other operational and intersection improvements along the SR 29 corridor countywide.		Yes	Yes	Yes	
17-04-0009	Napa	Soscol Junction	Improvements at SR-29/SR-221/ Soscol Ferry Road.					Yes
17-04-0010	Napa	SR29 Gateway	Construct SR29 to 6-lanes for cars and improved conditions for other travel modes from American Canyon Road to Napa Junction Road		Yes	Yes	Yes	
17-05-0001	San Francisco	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps, including Second Street Complete Streets project					Yes
17-05-0002	San Francisco	Climate Program: TDM and Emission Reduction Technology	Projects in this category implement strategies and programs that reduce emissions, encourage alternative transportation modes, and manage transportation demand including but not limited to projects such as TDM program implementation, parking management, local area shuttle and paratransit services					Yes
17-05-0003	San Francisco	County Safety, Security and Other	Projects in this category address safety and security needs including Vision Zero improvements at ramps, local road safety and security, India Basin roadway transportation improvements, and transit safety and security					Yes
17-05-0004	San Francisco	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements in San Francisco					Yes
17-05-0005	San Francisco	PDA Planning	This category includes planning studies supporting the region's PDA framework and connecting transportation and land use					
17-05-0007	San Francisco	Transit Preservation/Rehabilitation	This project provides additional funding to transit capital preservation and rehabilitation beyond what is included in the regional transit capital project (RTPID 17-10-0026)					
17-05-0008	San Francisco	Minor Roadway Expansions	This project implements roadway capacity changes to minor roads throughout San Francisco including Transit Center District Plan, Transbay Redevelopment Plan Street Network, Balboa Reservoir Street Network, Central SoMa Plan Network Changes, Central Waterfront/Pier 70 Street Network, Harney Way, HOPE SF Street Networks, Mission Bay, Mission Rock, Parkmerced, Schlage Lock, Treasure Island, Bayview, Rincon Hill, and along the Great Highway					Yes
17-05-0009	San Francisco	Roadway Operations	This project includes local road intersection improvements					Yes
17-05-0010	San Francisco	Minor Transit Improvements	This project includes the transit performance initiative, transit management systems, minor transit improvements, Muni fare programs, maintenance facility projects, and transit preferential improvements					Yes
17-05-0011	San Francisco	San Francisco Late Night Transportation Improvements	New routes and increased frequency for all-night regional and local bus service, including Muni, AC Transit, Golden Gate Transit, and SamTrans routes. This is a pilot for 5 years.				Yes	

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17-05-0012	San Francisco	SFgo Integrated Transportation Management System	SFgo™ is San Francisco's Citywide ITS program. It identifies signalized and non-signalized intersections located along arterials and the Muni transit system and prioritizes them for ITS upgrades, such as controllers, cabinets, transit signal priority, fiber optic or wireless communications, traffic cameras, and variable message signs. Also improves arterial safety and pedestrian safety.					Yes
17-05-0013	San Francisco	Expand SFMTA Transit Fleet	This project entails future expansion of the SFMTA transit fleet and needed facilities to house and maintain transit vehicles. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of transit vehicles as well as the development of needed modern transit facilities. This also includes the expansion vehicles for Geary BRT (RTPID 17-05-0021) and does not include expansion vehicles for Central Subway, which are in RTPID 17-05-0041.			Yes	Yes	Yes
17-05-0014	San Francisco	Muni Forward (Transit Effectiveness Project)	Includes transit priority improvements along Rapid and High Frequency transit corridors, service increases, transfer and terminal investments, overhead wire changes, and street improvements in support of Vision Zero.		Yes	Yes	Yes	Yes
17-05-0015	San Francisco	Rail Capacity Long Term Planning and Conceptual Design - All	Rail capacity long term planning and conceptual design for Muni, BART, and Caltrain. Planning and conceptual engineering phase for study of major corridor and infrastructure investments along existing and potential expansion rail corridors that either expand the system or provide significant increases in operating capacity to the existing rail system.					Yes
17-05-0016	San Francisco	Better Market Street - Transportation Elements	Improve Market Street between Steuart Street and Octavia Boulevard. Includes resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes, and utility relocation and upgrade.		Yes	Yes	Yes	Yes
17-05-0017	San Francisco	Core Capacity Implementation - Planning and Conceptual Engineering	Advance planning and evaluation of recommendations that emerge from the Core Capacity Transit Study. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni/Caltrain tunnel turnbacks, crossover tracks, grade separations, or other operational improvements; and a second transbay transit crossing.					
17-05-0018	San Francisco	Downtown San Francisco Ferry Terminal Expansion - Phase II	Expansion of berthing facilities along North Basin of Downtown San Francisco Ferry Terminal.					Yes
17-05-0019	San Francisco	Establish new ferry terminal at Mission Bay 16th Street	Establish New Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods		Yes	Yes	Yes	Yes
17-05-0020	San Francisco	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	Phase 1 (full implementation): Convert an existing mixed traffic lane and/or shoulder/excess ROW in each direction to HOV 3+ lanes on US 101 from SF/SM County line to I-280 interchange and on I-280 from US 101 interchange to 6th Street off ramp to enhance carpool and transit operations during peak periods. Phase 2 (planning and environmental review only): Convert Phase 1 HOV lanes to HOT/Express Lanes. Express transit to be funded with HOT lane revenues.		Yes	Yes	Yes	Yes
17-05-0021	San Francisco	Geary Boulevard Bus Rapid Transit	Implement Geary Bus Rapid Transit (BRT) to improve service between Market Street and Point Lobos Avenue. This proposal includes dedicated bus lanes, enhanced platforms, new bus passing zones, adjustments to local bus stops, turn lane restrictions, new signalization with Transit Signal Priority, real-time arrival information, low-floor buses, and safety improvements in support of Vision Zero. Expansion vehicles are included in RTPID 17-05-0013.		Yes	Yes	Yes	Yes
17-05-0022	San Francisco	Presidio Parkway	Reconstruct Doyle Drive with standard lane widths, shoulders, and a median barrier. Reconstruct interchange at State Route 1 and State Route 101 and add an auxiliary lanes between this interchange and Richardson Avenue. Transit access will be improved through the provision of extended bus bays near Gorgas Avenue to accommodate multiple transit providers, and well defined pedestrian routes. Post 2017 costs reflect annual SHOPP contributions for operations and maintenance.	Yes	Yes	Yes	Yes	Yes
17-05-0023	San Francisco	Yerba Buena Island (YBI) I-80 Interchange Improvement	Includes two major components: 1) On the east side of the island, the I-80/YBI Ramps project will construct new westbound on- and off- ramps to the new Eastern Span of the Bay Bridge; 2) On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures.	Yes	Yes	Yes	Yes	Yes
17-05-0024	San Francisco	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal on Ocean Avenue to control the off-ramp.	Yes	Yes	Yes	Yes	
17-05-0025	San Francisco	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	This project would study and implement closure of the northbound I-280 on-ramp from Geneva Avenue to improve safety. Closure of the ramp would initially be a pilot project, if possible, depending on the results of traffic studies. The linked on-ramp from Ocean Avenue would remain open.	Yes	Yes	Yes	Yes	
17-05-0026	San Francisco	Bayshore Station Multimodal Planning and Design	Planning, Preliminary Engineering, and Environmental Review to re-locate the Bayshore Caltrain station and potentially extend the T-Line to the station. The project would also include inter-modal facilities and additional supporting structures and utilities.					
17-05-0027	San Francisco	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.			Yes	Yes	Yes
17-05-0028	San Francisco	Southeast San Francisco Caltrain Station - Environmental	Planning and environmental analysis of Caltrain infill station to replace Paul Ave Station in Southeast San Francisco (e.g. Oakdale).					Yes

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17-05-0029	San Francisco	Downtown Value Pricing/Incentives - Pilot, Transit Service, Supportive Infrastructure	A set of street improvements to support transit operations and cycling and pedestrian safety and comfort to support the anticipated mode shift due to the implementation of congestion pricing.		Yes	Yes	Yes	Yes
17-05-0030	San Francisco	Treasure Island Mobility Management Program: Intermodal Terminal, Congestion Toll, Transit Service, Transit Capital	New ferry service between San Francisco and Treasure Island; AC Transit service between Treasure Island and Oakland; shuttle service on-island; bike share on-island; priced-managed parking on-island; Travel Demand Management program.		Yes	Yes	Yes	Yes
17-05-0031	San Francisco	Southeast Waterfront Transportation Improvements - Phase 1	Create a 5 mile multi-modal corridor of streets, transit facilities, pedestrian paths, and dedicated bicycle lanes to link the Candlestick/Hunters Point Shipyard project area to BART, T-Third light rail, Caltrain, local bus lines and future ferry service. A BRT system (included in a RTPID 17-05-0032) would use exclusive transit right-of-way, station and shelter facilities, and transit signal priority infrastructure. This project also includes express bus and enhances transit service between the Southeast Waterfront and downtown San Francisco.			Yes	Yes	Yes
17-05-0032	San Francisco	Geneva-Harney Bus Rapid Transit	Provides exclusive bus lanes, transit signal priority, and high-quality stations along Geneva Avenue (from Santos St to Executive Park Blvd), Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center. The project includes pedestrian and bicycle improvements in support of Vision Zero and connects with Muni Forward transit priority improvements west of Santos Street. This is the near-term alternative that does not rely on the full extension of Harney Way across US 101.		Yes	Yes	Yes	Yes
17-05-0033	San Francisco	Van Ness Avenue Bus Rapid Transit	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco. Project would include a dedicated lane for BRT buses in each direction between Mission and Lombard Streets. There will be nine BRT stations, with platforms on both sides for right-side passenger boarding and drop-off.	Yes	Yes	Yes	Yes	Yes
17-05-0034	San Francisco	Arena Transit Capacity Improvements	Identifies transit improvements needed to accommodate growth in Mission Bay. Improvements might include track crossovers to allow for trains to be staged; a 6-inch raised area along existing tracks; a platform extension to accommodate crowds; other trackway modifications; and a traction power study to ensure that the power grid can accommodate a large number of idling vehicles.					
17-05-0035	San Francisco	EN Trips: All Components	Implement streetscape improvements on Folsom Street between 5th and 11th Streets and on Howard Street between 4th and 11th Streets. On Folsom Street, a bi-directional cycle track, new transit bulbs and bus bulbs at intersections, and new signals would be	Yes	Yes	Yes	Yes	
17-05-0036	San Francisco	Regional/Local Express Bus to Support Express Lanes in SF	A 5-year regional/local express bus pilot to provide service to/from downtown San Francisco to/from San Francisco neighborhoods, Marin, Contra Costa, Alameda, San Mateo and Santa Clara counties to complement other freeway corridor management strategies. Some service to be funded with HOT lane revenues. See HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco project. Includes vehicles.				Yes	
17-05-0037	San Francisco	Parkmerced Transportation Improvements	Implements transportation improvements for the Parkmerced development including enhanced transit service, pedestrian and bicycle facilities, intersection improvements, parking management, carshare and bikehare stations		Yes	Yes	Yes	Yes
17-05-0039	San Francisco	Geneva Light Rail Phase I: Operational Improvements, Planning and Environmental	Planning and environmental analysis of extension of light rail track 2.7 miles along Geneva Avenue from the Green Railway to Bayshore Boulevard and then to the existing T-Third terminus at Sunnysdale Station. Project would increase operational flexibility, system resiliency, and provide a southern east west rail connection. Phase included in Plan Bay Area 2040 is for non-revenue service.					
17-05-0040	San Francisco	T-Third Mission Bay Loop	Connect the rail turnouts from the existing tracks on Third Street at 18th and 19th Streets with additional rail and overhead contact wire system on 18th, Illinois and 19th Streets. The loop would allow trains to turn around for special events and during peak periods to accommodate additional service between Mission Bay and the Market Street Muni Metro.	Yes	Yes	Yes	Yes	
17-05-0041	San Francisco	T-Third Phase II: Central Subway	Extends the Third Street Light Rail line north from King Street along Third Street, entering a new Central Subway near Bryant Street and running under Geary and Stockton Streets to Stockton & Clay Streets in Chinatown. New underground stations will be located at Moscone Center, Third & Market Streets, Union Square, and Clay Street in Chinatown. Includes procurement of four LRVs.	Yes	Yes	Yes	Yes	
17-05-0042	San Francisco	Historic Streetcar Extension - Fort Mason to 4th & King	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman's Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.		Yes	Yes	Yes	Yes
17-06-0001	San Mateo	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps, including but not limited to new multi-purpose pedestrian/bicycle bridges over US 101 and sidewalk gap closures					Yes
17-06-0002	San Mateo	County Safety, Security and Other	Projects in this category address safety and security needs of San Mateo County including county-wide implementation of Safe Routes to School Program					Yes

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17-06-0003	San Mateo	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements, including but not limited to projects along facilities such as El Camino Real, Bay Road, Ralston Avenue, University Avenue, Middlefield Road, Palmetto Avenue, Mission Street, Geneva Avenue, and Carolan Avenue					Yes
17-06-0004	San Mateo	Minor Roadway Expansions	This category includes roadway capacity increasing projects (new roadways, widening or extensions of existing roadways) on minor roads such as Blomquist Street, California Drive, Railroad Avenue, Manor Drive, and Alameda de las Pulgas					Yes
17-06-0005	San Mateo	Roadway Operations	County-wide Implementation of non-capacity Increasing local road Intersection modifications and channelization countywide County-wide implementation of local circulation improvements and traffic management programs countywide					Yes
17-06-0006	San Mateo	County-wide Intelligent Transportation System (ITS) and Traffic Operation System Improvements	Installation of transportation system management improvements such as Intelligent Transportation System (ITS) elements and TOS equipment throughout San Mateo County.					Yes
17-06-0007	San Mateo	Modify existing lanes on U.S. 101 to accommodate a managed lane	Modify US 101 to accommodate an Express Lane from approximately 2 miles south of the Santa Clara County Line to Grand Avenue interchange near the I-380 interchange. Work may include shoulder modification, ramp modifications, and interchange modifications to accommodate an extra lane. Work will be phased.		Yes	Yes	Yes	
17-06-0008	San Mateo	Add northbound and southbound modified auxiliary lanes and/ or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line	Add northbound and southbound modified auxiliary lanes and/or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line.		Yes	Yes	Yes	Yes
17-06-0009	San Mateo	Improve operations at U.S. 101 near Route 92 - Phased	US 101 operational improvements near Route 92. Project may have phased construction.					Yes
17-06-0010	San Mateo	Improve U.S. 101/Woodside Road interchange	Modifies the Woodside Road Interchange at US 101.		Yes	Yes	Yes	Yes
17-06-0011	San Mateo	US 101 Produce Avenue Interchange	Construct a new interchange on US 101 at Produce Avenue, connecting Utah Avenue on the east side of US 101 to San Mateo Avenue on the west side of US 101. This will allow for reconfiguration of the existing southbound ramps at Produce Ave and Airport Blvd, as well incorporation of the northbound off- and on- ramps at S. Airport Blvd into the interchange design.		Yes	Yes	Yes	Yes
17-06-0012	San Mateo	U.S. 101 Interchange at Peninsula Avenue	Construct southbound on and off ramps to US 101 at Peninsula Ave to add on and off ramps from southbound 101.		Yes	Yes	Yes	
17-06-0013	San Mateo	Reconstruct U.S. 101/Broadway interchange	Reconstructs the US 101/Broadway interchange.	Yes	Yes	Yes	Yes	
17-06-0014	San Mateo	Reconstruct U.S. 101/Willow Road interchange	The project proposes to reconstruct the existing US 101/Willow Road (Route 114) Interchange within the existing alignment to a partial cloverleaf interchange. Project includes class I bike paths and class II bike lanes.	Yes	Yes	Yes	Yes	Yes
17-06-0015	San Mateo	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road	Add northbound and southbound auxiliary lanes.	Yes	Yes	Yes	Yes	
17-06-0016	San Mateo	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study - Phased	Improve access to /from the west side of Dumbarton Bridge (Route 84 connecting to U.S. 101) per Gateway 2020 Study (Phased implementation of short term projects. Environmental phase only for long term projects).			Yes	Yes	Yes
17-06-0017	San Mateo	Route 101/Holly St Interchange Access Improvements	The proposed project would convert the existing full cloverleaf configuration to a partial cloverleaf design by eliminating two of the existing loop off-ramps of the interchange, and realign the diagonal on- and off-ramps into signalized T-intersections with local streets. A new pedestrian and bicycle over crossing will be constructed in the south side of Holly Street Interchange.	Yes	Yes	Yes	Yes	Yes
17-06-0018	San Mateo	Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380 - Environmental only	Environmental assessment of local access improvements at the existing I-280 / I-380 interchange located in the City of San Bruno. The project would provide access to I-380 from the two main east-west secondary roads of Sneath Lane and San Bruno Avenue.					
17-06-0019	San Mateo	State Route 92-82 (El Camino) Interchange Improvement	Widen the existing ramps and reconfigure the existing interchange from a full cloverleaf to a partial cloverleaf. Pedestrian and bicycle improvements would be included as part of the project.	Yes	Yes	Yes	Yes	Yes
17-06-0020	San Mateo	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	Operational and safety improvements for vehicles, bicycles, and pedestrians, along the Highway 1 corridor between Half Moon Bay and Pacifica. This could include acceleration lanes, deceleration lanes, turn lanes, bike lanes, enhanced crossings, and trail network improvements.	Yes	Yes	Yes	Yes	
17-06-0021	San Mateo	Environmental Studies for 101/Candlestick Interchange	Planning and environmental analysis of the reconstruction of 101/Candlestick Interchange to full all-directional interchange with a single point cross street connection. Project would provide all-direction ramp movements controlled by new signalized intersections at the cross street connections. Interchange would join an improved Harney Way to the east, and would join the Geneva Avenue Extension to the west. Accommodate E/W crossing of planned BRT facility.					Yes
17-06-0022	San Mateo	Westbound slow vehicle lane on Route 92 between Route 35 and I-280 - Environmental Phase	Planning and environmental analysis of a westbound slow vehicle lane on Route 92 between Route 35 and I-280					

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Appendix A

RTPID	County/ Sponsor	Title	Description	Complete and Operational By:			Included in the Model?	Referenced in the 2019 TIP
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17-06-0023	San Mateo	Route 1 Improvements in Half Moon Bay	In Half Moon Bay, On Route 1: Improve safety and reduce congestion by providing protected left and right turn lanes, warranted traffic signals, two through lanes only at signalized intersections, bike lanes, pathways, bus stops, traffic signal interconnects, safety lighting, median and channelization improvements.		Yes	Yes	Yes	Yes
17-06-0024	San Mateo	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	Reconstruct a partial interchange and provide improved access to Brisbane, Bayshore Blvd and proposed Brisbane Baylands project. Lagoon Way extension connects to the reconstructed interchange and provides improved access to Brisbane, Daly City, and the pending 600-acre Brisbane Baylands development.		Yes	Yes	Yes	
17-06-0025	San Mateo	US 101/University Ave. Interchange Improvements	On University Avenue across US-101, between Woodland Avenue and Donohoe Street; Add bike lanes and sidewalk and modify the NB and SB off-ramps to eliminate pedestrian/bicycle conflicts and improve traffic operations.					
17-06-0026	San Mateo	Implement incentive programs to support transit-oriented development	Implement an incentive programs to support transit-oriented developments in San Mateo County.					
17-06-0027	San Mateo	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real	This project will institute necessary infrastructure and Automated Transit Signal Priority necessary to accommodate express rapid bus service along the length of El Camino Real from Palo Alto to Daly City.					
17-06-0028	San Mateo	Make incremental increase in SamTrans paratransit service - Phase	Expansion of curb-to-curb paratransit fleet and service for eligible users, compliant with ADA requirements, based on projected future demand.					
17-06-0029	San Mateo	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase	This project will institute new rolling stock and infrastructure necessary to accommodate BRT along El Camino Real			Yes	Yes	Yes
17-06-0030	San Mateo	Environmental Clearance and Design of the Redwood City Ferry Terminal and Service	Planning and environmental analysis of the construction of a new ferry terminal, purchase of 3 new high-speed ferry vessels, and operation of new ferry service between Redwood City and San Francisco.					Yes
17-06-0031	San Mateo	Implement Redwood City Street Car - Planning Phase	Planning and environmental analysis of Redwood City Street Car Construction and Implementation					
17-06-0032	San Mateo	Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project	Replace San Pedro Creek Bridge on CA 1 with a longer bridge and widen the creek channel for 100 year storm flow capacity. Provide for a class 1 multi-purpose trail on the eastern side.	Yes	Yes	Yes	Yes	
17-06-0033	San Mateo	Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders	Widens shoulders and travel lanes to standard widths. Straighten curves at few locations.		Yes	Yes	Yes	Yes
17-06-0034	San Mateo	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica	The Calera Parkway project will widen Highway 1 from four lanes to six lanes, from approximately 1,500 feet south of Fassler Avenue to approximately 2,300 feet north of Reina Del Mar Avenue, a distance of 1.3 miles, and will add a 16'™ wide landscaped median between concrete barriers from San Marlo Way to Reina Del Mar Avenue		Yes	Yes	Yes	Yes
17-06-0035	San Mateo	I-280 improvements near D Street exit	Improve the on and off-ramps and approaches for I-280 near the D Street exit in Daly City					
17-06-0036	San Mateo	Widen Skyline Boulevard (Route 35) to 4-lane roadway from I-280 to Sneath Lane - Phased	Widens Skyline Blvd. (SR 35) between I-280 and Sneath Lane. It is currently the last portion of what is otherwise a four lane roadway along Skyline Blvd. The project widens approximately 1.3 miles of the roadway into four lanes.		Yes	Yes	Yes	Yes
17-06-0037	San Mateo	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Widen Millbrae Avenue between Rollins Road and US101 Southbound On Ramp and resurface the intersection of Millbrae Avenue and Rollins Road.	Yes	Yes	Yes	Yes	
17-06-0038	San Mateo	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase	Planning and environmental analysis of a 6-lane arterial from the Geneva Avenue at Bayshore Boulevard to 101/Candlestick Interchange. Grade separation at the Caltrain and Tunnel Ave, Class II bike lanes, on-street parking (travel lanes during peak periods), and sidewalks. Sections will be reserved for an exclusive lane BRT facility that connects to the Bayshore Multimodal Station and provides through service to BART Balboa Station.					
17-06-0039	San Mateo	Grade Separations	This project includes grade separations of the Caltrain right of way at approximately 2 to 3 high priority locations in San Mateo County, including 25th Avenue. This project is based on San Mateo County's Measure A grade separation category.					
17-06-0040	San Mateo	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Redwood City Blomquist Street Extension and Blomquist Bridge over Redwood Creek		Yes	Yes	Yes	Yes
17-07-0001	Santa Clara	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps, including downtown San Jose Bike Lanes					Yes
17-07-0002	Santa Clara	Caltrain Grade Separations	This project includes grade separations of the Caltrain right of way at priority locations throughout Santa Clara County					
17-07-0003	Santa Clara	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements throughout Santa Clara County including but not limited to Los Gatos Boulevard, Monterey Road, Shoreline Boulevard, Stevens Creek Road, Downtown Sunnyvale Complete Streets, Wedgewood Avenue, West San Carlos, and Winchester Boulevard. This category also includes intersection improvements for non-expressways in Santa Clara County.					Yes
17-07-0004	Santa Clara	Additional Local Road Preservation/Rehab	This project provides additional funding to local streets and roads preservation and rehabilitation beyond what is included in the regional local roads maintenance project (RTPID 17-10-0022)					

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17-07-0005	Santa Clara	Minor Roadway Expansions	This category includes roadway capacity increasing projects (new roadways or widening/extensions of existing roadways) on minor roads throughout Santa Clara County such as Buena Vista Avenue, bridges over US 101 in Gilroy, Blossom Hill Road, Lark Avenue, Pollard Road, Union Avenue, Butterfield Road, San Antonio Road, Chaucot Avenue, King Road, Montague Expressway, San Carlos Street, Zanker Road, Coleman Avenue, Autumn Street, Winchester Boulevard, Center Avenue, DeWitt Avenue, Hill Road, Wastonville Road, Mary Avenue, and Wildwood Avenue					Yes
17-07-0007	Santa Clara	Affordable Fare Program	Program objective is to increase ridership by reducing the cost of transit services for low-income populations including seniors, persons with disabilities, youth and students.					
17-07-0008	Santa Clara	Implement System Operations and Management Program for Santa Clara County	This program includes projects that use technology to improve operation and management of the overall transportation system. These new technologies are collectively referred as Intelligent Transportation Systems.					Yes
17-07-0009	Santa Clara	SR 87 Technology-based Corridor Improvements	Improvements in San Jose to address mainline congestion and system reliability through the implementation of technology-based operational improvements to the freeway.					
17-07-0010	Santa Clara	Hwy. Transportation Operations System/Freeway Performance Initiative Phase 1 & 2	Implement Freeway Performance Initiative projects for Santa Clara County, which includes freeway ITS infrastructure, arterial management, incident management, emergency preparedness, and operations and maintenance of ITS infrastructure.					
17-07-0012	Santa Clara	BART Silicon Valley Extension - San Jose (Berryessa) to Santa Clara	The Berryessa Station to San Jose Extension Project would physically extend BART from the future BART Berryessa Station in San Jose to Downtown San Jose and then into Santa Clara. Project includes four new stations - Alum Rock, Downtown San Jose, Diridon, and Santa Clara. Project cost includes operating expenses - escalated capital cost is \$5.175 billion.		Yes	Yes	Yes	Yes
17-07-0013	Santa Clara	Implement El Camino Rapid Transit Project	Implement Rapid line 522 improvements in the El Camino Real/The Alameda corridor including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, premium stations, real-time information, and specialized vehicles.		Yes	Yes	Yes	Yes
17-07-0021	Santa Clara	Alviso Wetlands Doubletrack	Provide double track section on the UPRR Coast Subdivision from the Alameda County line to the vicinity of State Route 237. The improvements are expected to include double-tracking the segment running over the Alviso Wetlands.		Yes	Yes	Yes	
17-07-0022	Santa Clara	Environmental Studies for SR-152 New Alignment	Project includes further environmental and planning studies for the SR-152 corridor, including a new alignment and potential toll options.					Yes
17-07-0023	Santa Clara	US 101/Zanker Rd./Skyport Dr./Fourth St. Interchange Improvements	Construct a new interchange at U.S. 101/Zanker Road/Skyport Drive/Fourth Street		Yes	Yes	Yes	
17-07-0024	Santa Clara	Lawrence/Stevens Creek/I-280 Interchange	Lawrence/Stevens Creek/I-280 Interchange: Provide direct connections between Lawrence Expressway and I-280		Yes	Yes	Yes	
17-07-0025	Santa Clara	I-280/Winchester Blvd Interchange Improvements	Improve I-280/ Winchester Blvd Interchange to relieve congestion and improve operations and local circulation.		Yes	Yes	Yes	Yes
17-07-0026	Santa Clara	I-280/Wolfe Road Interchange Improvements	Modify I-280/Wolfe Road Interchange to relieve congestion and improve local circulation.		Yes	Yes	Yes	
17-07-0027	Santa Clara	US 101/Mabury Rd./Taylor St. Interchange Improvements	Construct interchange at U.S. 101/Mabury Road/Taylor Street		Yes	Yes	Yes	Yes
17-07-0028	Santa Clara	I-280 New HOV Lane from San Mateo County line to Magdalena Avenue	New HOV lane added to I-280 from existing HOV lane at Magdalena Avenue to the San Mateo County Line. Requires constructing a new lane.		Yes	Yes	Yes	
17-07-0029	Santa Clara	I-280/Saratoga Avenue Interchange Improvements	Modify I-280/ Saratoga Avenue Interchange to relieve congestion and improve local circulation		Yes	Yes	Yes	
17-07-0030	Santa Clara	I-280 Northbound Braided Ramps between Foothill Expressway and SR 85	Improve braided ramps on northbound I-280 between Foothill Expressway and Route 85.		Yes	Yes	Yes	
17-07-0031	Santa Clara	US 101 Southbound/Trimble Rd./De La Cruz Blvd./Central Expressway Interchange Improvements	Improve interchange at U.S. 101 southbound Trimble Road/De la Cruz Boulevard/Central Expressway.		Yes	Yes	Yes	
17-07-0032	Santa Clara	I-680/ Alum Rock/ McKee Road Interchange Improvements	Reconfigure interchange, improve access for all modes of transportation, improve traffic operations and relieve congestion at the I-680/ Alum Rock and I-680/ McKee Road interchanges. Construct an Express Bus Station in the Median of I-680 to connect buses using HOV or Express Lanes with Santa Clara Alum Rock BRT Station.		Yes	Yes	Yes	
17-07-0033	Santa Clara	SR 237/Mathilda Ave. and US 101/Mathilda Ave. Interchange Improvement	The project proposes to improve local road operations on Mathilda Avenue in the City of Sunnyvale from Almanor Avenue to Innovation Way, including on- and off-ramp improvements at the State Route (SR) 237/Mathilda Avenue and US 101/Mathilda Avenue interchanges.		Yes	Yes	Yes	Yes
17-07-0034	Santa Clara	US 101 Interchanges Improvements: San Antonio Rd. to Charleston Rd./Rengstorff Ave.	Improve U.S. 101 interchanges at San Antonio Road to Charleston Road/Rengstorff Avenue including new auxiliary lane.		Yes	Yes	Yes	
17-07-0035	Santa Clara	US 101/Buena Vista Ave. Interchange Improvements	Construct a full interchange at US 101 and Buena Vista Avenue in Gilroy. The interchange includes a flyover southbound on-ramp to braid with the existing truck exit at the CHP Inspection Station. Off-ramp diagonal ramps will be constructed.		Yes	Yes	Yes	

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17-07-0036	Santa Clara	SR 85 Northbound to Eastbound SR 237 Connector Ramp and Northbound SR 85 Auxiliary Lane	Widen off-ramp from Northbound SR 85 to SR 237 Eastbound to two lanes; construct auxiliary lane on Eastbound SR 237 between SR 85 on-ramp to Middlefield Rd.; construct braid off-ramp on Eastbound SR 237 between SR 85 and Dana St.		Yes	Yes	Yes	
17-07-0037	Santa Clara	SR 85/El Camino Real Interchange Improvements	Improve SR 85 auxiliary lanes between El Camino Real and SR 237, and SR 85/El Camino Real interchange.		Yes	Yes	Yes	
17-07-0038	Santa Clara	US 101/Blossom Hill Rd. Interchange Improvements	Widen interchange at U.S. 101/Blossom Hill Road.		Yes	Yes	Yes	Yes
17-07-0039	Santa Clara	US 101/Old Oakland Rd. Interchange Improvements	Improve interchange at U.S. 101/Old Oakland Road.		Yes	Yes	Yes	
17-07-0040	Santa Clara	US 101/Shoreline Blvd. Interchange Improvements	Interchange improvements at Shoreline Boulevard.				Yes	
17-07-0042	Santa Clara	SR 237/Great America Parkway WB Off- Ramps Improvements	Modify WB off-ramps at the SR 237/Great America Parkway interchange to improve traffic operations and relieve congestion.		Yes	Yes	Yes	
17-07-0043	Santa Clara	SR 237/El Camino Real/Grant Rd. Intersection Improvements	Widen Westbound SR 237 within the existing median to extend both of the left-turn lanes; lengthen the Northbound El Camino Real right-turn lane onto SR 237 starting the lane at Yuba Drive; widen the Southbound El Camino Real left-turn lane within the existing median; and construct a right-turn lane on Southbound El Camino Real for traffic accessing Westbound Grant Rd.		Yes	Yes	Yes	
17-07-0044	Santa Clara	Double Lane Southbound US 101 off-ramp to Southbound SR 87	Widen Southbound US 101 freeway connector to Southbound SR 87 to add a second lane and install TOS.	Yes	Yes	Yes	Yes	
17-07-0051	Santa Clara	Widen Calaveras Blvd. overpass from 4 to 6 lanes	Replaces the existing four lane bridge, which currently has a single sidewalk and no bicycle lane over the Union Pacific (UP) Railroad tracks, to a six lane bridge. Project will also add sidewalks and bicycle lanes in both directions.		Yes	Yes	Yes	
17-07-0056	Santa Clara	Bus Stop Improvements	Enhance transit waiting environments by improving accessibility and amenities at VTA bus stops.					
17-07-0057	Santa Clara	Frequent Core Bus Network - 15 minutes	Provide 15-minute all day bus service on VTA's highest ridership routes	Yes	Yes	Yes	Yes	
17-07-0058	Santa Clara	SR 85 Corridor Improvements - reserve amount	This program will fund corridor transit studies that improve transit connectivity and reduce traffic congestion in this corridor. It also includes a reserve amount for future projects along SR 85 that would be funded with Measure B sales tax revenue.					
17-07-0059	Santa Clara	Implement Stevens Creek Rapid Transit Project	Implement Rapid Transit improvements in the Stevens Creek corridor including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, premium BRT stations, real-time information, and specialized vehicles.		Yes	Yes	Yes	Yes
17-07-0060	Santa Clara	North First Street light rail speed Improvements	This project would improve light rail service and reliability along North First Street. Some of the problems in this area include signal timing issues, slow speeds (maximum speed currently restricted to 35mph), and unscheduled stops. Fencing along this corridor would allow maximum speeds to increase to 45 mph combined with improvements to signal timing.	Yes	Yes	Yes		
17-07-0061	Santa Clara	Extend Capitol Expressway light rail to Eastridge Transit Center - Phase II	Extends the Capitol Avenue light rail line 2.6 miles from the existing Alum Rock Transit Center to a rebuilt Eastridge Transit Center. Includes the removal of HOV lanes on Capitol Expressway between Capitol Avenue and Tully Road in San Jose.		Yes	Yes	Yes	Yes
17-07-0062	Santa Clara	Extend light-rail transit from Winchester Station to Route 85 (Vasona Junction)	Extends light rail from Winchester Station to Route 85 (Vasona Junction).		Yes	Yes	Yes	Yes
17-07-0063	Santa Clara	Mineta San Jose International Airport APM connector - planning and environmental	Conduct planning and design work on a proposed project that would provide a transit link to San Jose International Airport using automated People Mover (APM) technology.					Yes
17-07-0064	Santa Clara	County Safety, Security, Noise and Other	Noise abatement program countywide - This project will implement noise reduction projects throughout Santa Clara County.					Yes
17-07-0065	Santa Clara	Caltrain Station and Service Enhancements	Projects to improve Caltrain service, system performance and stations including full EMU conversion, longer vehicles, longer platforms, level boarding, parking improvements, bike facilities, transit connectivity, other station enhancements and track reconfigurations.					Yes
17-07-0066	Santa Clara	Future Transit Corridor Studies	This program includes future transit corridor studies throughout Santa Clara County.					
17-07-0067	Santa Clara	SR 17 Corridor Congestion Relief in Los Gatos	Operational improvements for the SR 17 Corridor, including upgrading Highway 17/Highway 9 interchange to improve pedestrian and bicycle safety, mobility, and roadway operations; deploying advanced transportation technology to reduce freeway cut thru traffic in Los Gatos, including traffic signal control system upgrades in Los Gatos, traveler information system, advanced ramp metering systems and multi-modal congestion relief solutions		Yes	Yes	Yes	
17-07-0068	Santa Clara	237 WB Additional Lane from McCarthy to North First	Corridor Improvements in the cities of San Jose, Santa Clara and Milpitas to address mainline congestion and regional connectivity by the addition of SR 237 westbound auxiliary lane between McCarthy Boulevard and North First Street		Yes	Yes	Yes	
17-07-0069	Santa Clara	US 101/SR 25 Interchange	The project consists of reconfiguring the interchange at US 101 and SR 25 just south of the City of Gilroy in Santa Clara County, connecting SR 25 and Santa Teresa Boulevard, and widening the existing freeway from 4 to 6 lanes from the Monterey Street interchange to the US 101/SR 25 interchange.		Yes	Yes	Yes	

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17-07-0070	Santa Clara	SR 237 Express Lanes: North First St. to Mathilda Ave.	Convert HOV to express lane in both directions		Yes	Yes	Yes	Yes
17-07-0074	Santa Clara	SR 85 Express Lanes: US 101 (South San Jose) to Mountain View	SR 85 typically has 1 HOV lane and 2 general purpose lanes in both directions with auxiliary lane in some segments. Project will convert existing HOV lane to express lane and add a second express lane between SR 87 and I-280 in both directions.		Yes	Yes	Yes	Yes
17-07-0075	Santa Clara	US 101 Express Lanes: Whipple Ave. in San Mateo County to Cochrane Road in Morgan Hill	Convert HOV Lanes to express lane and add a second express lane in some segments.		Yes	Yes	Yes	Yes
17-07-0076	Santa Clara	Santa Clara County Express Lanes Operations and Maintenance	This program includes operations and maintenance for the Santa Clara County (VTA) Express Lanes.					
17-07-0077	Santa Clara	BART – Warm Springs to Berryessa Extension (SVBX)	The project entails design, ROW, construction, equipment and Rolling Stock procurements necessary to extend BART to the future Berryessa Station in San Jose. Improvements will include track, bridges, traction electrification, stations, parking areas, fare vending equipment and other ancillary operating and/or maintenance equipment.	Yes	Yes	Yes	Yes	Yes
17-07-0078	Santa Clara	Envision Expressway (Tier 1 Expressway Plan) Major and Minor Projects	Various operational and capacity improvements to expressways in Santa Clara County comprising the Tier 1 investments from the Santa Clara County Expressway Plan. These projects include capacity improvements for Almaden Expressway, Capitol Expressway, Foothill Expressway, Lawrence Expressway, Montague Expressway, Oregon-Page Mill Expressway, San Tomas Expressway, Santa Teresa Boulevard. This project also includes the following ITS/Signal upgrades: Replace/upgrade/add fiber optic lines; upgrade equipment for new technologies; systemwide pedestrian sensors; enhance/replace bicycle and vehicle detection with new technologies on the County expressways	VARIES	Yes	Yes	Yes	Yes
17-07-0079	Santa Clara	Envision Highway Minor Projects	Includes: I-280 NB Second exit lane to Foothill Expressway; SR 17 SB/Hamilton Ave Off-Ramp widening; San Tomas expressway at SR-17 Improvements; US101/SR 152 10th Street Ramp and Intersection Improvements; and Charcot Avenue Extension over I-880					
17-07-0080	Santa Clara	Alum Rock/Santa Clara Street Bus Rapid Transit	Implement Rapid Transit improvements in the Santa Clara/Alum Rock route, including: dedicated guideways, signal prioritization, ticket vending machines, premium stations, real-time information, and specialized vehicles.	Yes	Yes	Yes	Yes	
17-07-0081	Santa Clara	I-880 Express Lanes: SR-237 to US-101	Convert existing HOV lane to an express lane in both directions between SR 237 and US 101		Yes	Yes	Yes	
17-07-0082	Santa Clara	SR-87 Express Lanes: I-880 to SR-85	Convert existing HOV lane to an express lane in both directions between I-880 and SR-85		Yes	Yes	Yes	
17-07-0083	Santa Clara	I-680 Express Lanes: SR-237 to US-101	Convert existing general purpose lane to an express lane in both directions between SR-237 and US-101		Yes	Yes	Yes	
17-07-0084	Santa Clara	I-280 Express Lanes: US-101 to Magdalena Avenue	Convert existing HOV lane to an express lane in both directions between US 101 and Magdalena Avenue		Yes	Yes	Yes	
17-07-0085	Santa Clara	Santa Clara County Express Lanes - Environmental and Design Phase for Future Segments	This program includes environmental and design phases for future express lane segments in Santa Clara County, including along I-880, US 101 south of Morgan Hill, and for Highway 17					
17-07-0086	Santa Clara	Santa Clara County Express Lanes - Reserve	This program includes future revenue from express lanes in Santa Clara County					
17-07-0087	Santa Clara	Widen San Tomas Expressway to 8 Lanes from Stevens Creek Blvd to Campbell Ave	Widen San Tomas Expressway from 6 to 8 Lanes from Stevens Creek Blvd to Campbell Ave.		Yes	Yes	Yes	
17-07-0088	Santa Clara	Senter Road Widening from Umbarger to Lewis	Widening Senter Road between Umbarger Rd. and Lewis Rd. from 4 to 6 lanes with improved bicycle/ped facilities and install median landscaping.		Yes	Yes	Yes	
17-07-0089	Santa Clara	South Bascom Complete Streets	On South Bascom Ave. from Parkmoor Ave. to Southwest Expressway reduce the road to two lanes and make bicycle and pedestrian improvements in the corridor.		Yes	Yes	Yes	
17-07-0090	Santa Clara	Widen Brokaw Bridge over Coyote Creek	Widen north side of the bridge to add on additional through traffic lane on westbound Brokaw Road.					
17-07-0091	Santa Clara	Widen Oakland Road from 4-lanes to 6-lanes between U.S. 101 and Montague Expressway	Widens Oakland Rd. from 4 to 6 lanes between US 101 and Montague Expwy. Also provides median island landscaping and operational improvements in roadway corridor.		Yes	Yes	Yes	
17-08-0001	Solano	Access and Mobility Program	This category includes projects that improve access and mobility for people with disabilities, low-income residents, and seniors, including providing Lifeline transit service countywide and providing transit service to seniors and individuals with disabilities separate from Lifeline					Yes
17-08-0002	Solano	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps					Yes
17-08-0003	Solano	Climate Program: TDM and Emission Reduction Technology	Projects in this category implement strategies and programs that reduce emissions, encourage alternative transportation modes, and manage transportation demand including but not limited to projects such as TDM program implementation, parking management, local area shuttle and paratransit services					Yes
17-08-0004	Solano	County Safety, Security and Other	Projects in this category address safety, security and other needs. This project includes safety improvements to state highways throughout Solano County. This also includes countywide Safe Routes to School projects.					Yes
17-08-0005	Solano	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements					Yes
17-08-0006	Solano	PDA Planning	This category includes planning studies supporting the region's PDA framework and connecting transportation and land use					

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17-08-0007	Solano	Minor Roadway Expansions	This category includes roadway capacity increasing projects (new roadways or widening/extensions of existing roadways) on minor roads throughout Solano County					Yes
17-08-0008	Solano	Roadway Operations	This category includes projects that improve roadway, intersection, or interchange operations, ITS, as well as other transportation system management. This project also includes a realigning SR 113 around downtown Dixon to I-80.					Yes
17-08-0009	Solano	I-80/I-680/SR12 Interchange (Packages 2-7)	Packages 2-7 provide direct connectivity from I-680 NB to SR12 WB, widens I-680 and I-80 near the interchange, and improves connections to Red Top road off-ramp. Express lane direct connectors are included in RTPID 17-10-0061.			Yes	Yes	
17-08-0010	Solano	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	Improvements to interchanges and widening of roadways serving the Solano County Fairgrounds, including Redwood Parkway.		Yes	Yes	Yes	Yes
17-08-0011	Solano	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway	Project provides Auxiliary Lanes on I-80 in the EB & WB directions from I-680 to Airbase Parkway; and removes the I-80/Auto Mall hook ramps and C-D road slip-ramp;		Yes	Yes	Yes	
17-08-0012	Solano	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	Constructs phase 2,3,4,6,7,8 and 10. Road costs only - bike and other special enhancements assumed from other programs (i.e. Regional Bicycle Program).		Yes	Yes	Yes	Yes
17-08-0013	Solano	Conduct planning and design studies along SR-12 corridor in Solano County	Conduct planning and design studies related to improvements from I-80 to the Rio Vista Bridge					
17-08-0014	Solano	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station	Construct train station building and expanded bicycle access for the new multimodal center serving the Capitol Corridor.	Yes	Yes	Yes	Yes	
17-08-0015	Solano	Solano MLIP Support Projects	Construct projects and operate programs to support implementation of the MLIP. Projects include expansion of transit centers, including in Vallejo and Fairfield, and new bus stops served by Solano Express; construction or expansion of Park and Ride facilities; and, replacement and maintenance of intercity buses.		Yes	Yes	Yes	Yes
17-08-0016	Solano	Vallejo Station Parking Structure Phase B	Vallejo: Baylink Ferry Terminal; Construct two phased parking structure to consolidate surface parking for ferry patrons; create a pedestrian link between bus transit facility and existing ferry terminal building adjacent to ferry parking structure.					
17-08-0017	Solano	I-80 WB Truck Scales	Project upgrades existing truck scales on WB I-80 in Solano County. Existing westbound truck scales are located on the most congested freeway segment of I-80 in Solano County. Scales are outdated and cannot process the current and future truck volumes on WB I-80. Trucks are slow to enter and leave the scales because of short ramps, adding to existing traffic congestion and safety issues on I-80.					
17-09-0001	Sonoma	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps					Yes
17-09-0002	Sonoma	SMART Rail Freight Improvements	Improvements along publicly-owned SMART rail right-of-way to accommodate rail freight services and expansions. Programmatic category that could include freight spurs, Positive Train Control/systems and crossing upgrades, track and sidings expansions and bridge improvements.					
17-09-0003	Sonoma	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements.					Yes
17-09-0004	Sonoma	Minor Roadway Expansions	This category includes roadway capacity increasing projects (new roadways or widening/extensions of existing roadways) on minor roads such as Airport Boulevard, Caulfield Lane, Bodway Parkway, Brickway Blvd/Laughlin Rd, Corby Avenue, Dowdell Avenue, Fulton Road, Old Redwood Highway, River Road, Snyder Lane, and Jaguar Way					Yes
17-09-0005	Sonoma	Roadway Operations	This category includes projects that improve roadway, intersection, or interchange operations, ITS, as well as other transportation system management. This project also includes landscaping along US 101 HOV lanes, intersection improvements at Route 116/Route 121, local circulation in Penn Grove, Sonoma Boulevard Improvements, among other operational improvements throughout Sonoma County.					Yes
17-09-0006	Sonoma	Implement Marin Sonoma Narrows Phase 2 (Sonoma County)	Adds 1 HOV lane in each direction to US 101 from Old Redwood Highway in Petaluma to the Marin/Sonoma County line making the freeway 6 lanes wide. It includes widening and replacing the Hwy 116 separation bridges.		Yes	Yes	Yes	Yes
17-09-0008	Sonoma	Arata Lane Interchange	Construction of the Northbound on-ramp to US 101 will complete the Arata Lane interchange with US 101. This project also includes the relocation of a portion of Los Amigos Road north of Arata Lane. Rights of way have been obtained in prior phases.		Yes	Yes	Yes	
17-09-0009	Sonoma	Cotati US 101/Railroad Avenue Improvements (incl. Penn Grove)	This project is the creation of a new south bound off ramp and north bound on ramp at Railroad Avenue. There continues to be growth outside of Cotati and Penn Grove that will exacerbate traffic in both Penn Grove and in downtown Cotati, as these are the only options to access US 101. Improvements would include safety improvements on Railroad Avenue from Petaluma Hill to US 101.			Yes	Yes	
17-09-0010	Sonoma	Hearn Avenue Interchange	The project would replace the existing Hearn Avenue overcrossing bridge with a new bridge to accommodate four traffic lanes with bike lanes and sidewalks on both sides of the roadway. The project would also increase the bridge height clearance and improve ramp connections to US 101 and provide continuous bike lanes and sidewalks between Corby Avenue and Santa Rosa Avenue				Yes	Yes

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17-09-0011	Sonoma	Shiloh Road Interchange Reconstruction	Reconstruct the Shiloh Road/US 101 interchange to provide two lanes in each direction. It is anticipated that the existing over crossing will be replaced and ramps reconfigured. It is expected that 60% of project costs will come from federal, state or regional funds.			Yes	Yes	
17-09-0012	Sonoma	Cotati Highway 116 Cotati Corridor Improvements	This project is a widening of Highway 116 between US 101 and Stony Point Road, including phased closure of driveway access to 116, the addition of signalized intersections, new bike lanes, and new sidewalk to improve the vehicle LOS, improve the safety of 116 for all modes of transportation, and create safe new corridors for pedestrian and bicyclists.	Yes	Yes	Yes	Yes	
17-09-0013	Sonoma	Petaluma Crosstown Connector and Rainier Interchange	Extend Rainier Avenue from current terminus at McDowell Boulevard westerly with a bridge crossing over the railroad tracks and the Petaluma River to a terminate at Petaluma Boulevard North. A second phase of work will construct a new interchange with the 101.		Yes	Yes	Yes	
17-09-0014	Sonoma	Farmers Lane extension between Bennett Valley Rd and Yolanda Avenue	Construct new road with travel lanes, bike lanes and sidewalks. Expand bike, pedestrian, transit, and vehicle improvements in Southeast Santa Rosa.		Yes	Yes	Yes	
17-09-0015	Sonoma	Road Diet Extension - Petaluma Boulevard South	Reduce Petaluma Boulevard from E-Street to Crystal Lane (Roundabout) from 4 through lanes to 2 through lanes and a two-way-left-turn-lane	Yes	Yes	Yes	Yes	
17-09-0016	Sonoma	SMART Petaluma Infill Station	Construct a second SMART station in the City of Petaluma including associated amenities.	Yes	Yes	Yes	Yes	
17-09-0017	Sonoma	Enhance bus service frequencies in Sonoma County	Enhance transit to achieve a 50% increase in bus service countywide - this includes Sonoma County Transit, Santa Rosa CityBus, Petaluma Transit. Project also includes BRT-like facilities in Santa Rosa.	Yes	Yes	Yes	Yes	
17-09-0018	Sonoma	SMART Rail Extension to Windsor + Environmental to Cloverdale + Bike Path	Project extends SMART from the Sonoma Airport to Windsor, implements the SMART bike path, and includes additional environmental/planning assessment of extending SMART to Healdsburg and Cloverdale.	Yes	Yes	Yes	Yes	
17-10-0001	AC Transit	AC Transit Fleet Expansion and Major Corridors	Purchases rolling stock for enhanced transbay, local, or express services.		Yes	Yes	Yes	
17-10-0003	AC Transit	San Pablo Avenue BRT	Project implements BRT along San Pablo Avenue in Alameda and Contra Costa counties. This includes a bus-only lane from 20th Street to Ashby Avenue in Alameda County and from Richmond Parkway Center to Central Avenue in Contra Costa County. Project also includes enhanced real-time info, queue jump lanes where bus-only lane is not proposed, new buses and on-board equipment, and passenger amenities.		Yes	Yes	Yes	
17-10-0004	AC Transit	Environmental Studies for Bay Bridge Contraflow Lane	This project includes further environmental and planning studies for the proposed Bay Bridge Contraflow lane, which would convert an EB lane on the bottom deck of the Bay Bridge into a peak-period WB lane in the AM period. This lane would likely be used by buses and carpool vehicles.					
17-10-0005	BART	BART Metro Program + Bay Fair Connector	Investments in support of the region's Sustainable Communities Strategy, including studies of a future Transbay Corridor rail crossing. Capital: Turnbacks/crossovers/tail track extensions (24th St, Lafayette, Glen Park, Millbrae, Dublin, Daly City, Richmond, South Hayward); Station capacity improvements (platform doors at 4 downtown SF stations, additional stairs/escalators/elevators Operating: 12-minute headways on all lines in the peak period (instead of current 15-minutes) Bay Fair Connector: Modify BART Bay Fair Station and approaches to add one or more additional tracks and one or more passenger platforms for efficient train service and operational flexibility. Includes station modernization, modifications to switches, tracks, crossovers, train control, signaling, traction power, etc.		Yes	Yes	Yes	Yes
17-10-0006	BART	BART Transbay Core Capacity Project	The Transbay Corridor Core Capacity Project is a multi-pronged effort to address capacity issues in the Transbay corridor and is in coordination with the BART Metro Program project. The project elements are: • Communication-based train control (CBTC) system to safely enable closer headways and allow BART to operate more frequent service (12 minute frequencies); • Expansion of the rail car fleet by 306 vehicles to add cars to existing trains and operate more frequent trains; • Added traction power substations to allow more frequent service; • Expansion of the Hayward Maintenance Complex (HMC) to provide storage and maintenance capability for the expanded fleet; • Other (Unallocated contingency) Financing cost is included in RTPID 17-10-0016.					Yes
17-10-0007	CAHSR	California HSR in the Bay Area	This project implements the segment of California High Speed Rail that is in the Bay Area.		Yes	Yes	Yes	
17-10-0008	Caltrain	Caltrain Electrification Phase 1 + CBOSS	The Peninsula Corridor Electrification Project (PCEP) includes the electrification of the Caltrain corridor between San Francisco and San Jose, the procurement of new, Electric Multiple Unit rolling stock, and an increase in the Caltrain service levels. This project also includes CBOSS, which is the Communications Based Overlay Signal System (CBOSS) Positive Train Control necessary to monitor and control train movements as well as increase safety.		Yes	Yes	Yes	Yes
17-10-0009	GGBHTD	Golden Gate Bridge Capital and Operations	This program includes operations and maintenance for the Golden Gate Bridge.					Yes
17-10-0010	GGBHTD	Bus and Ferry Service Expansion	This program includes planned bus and ferry expansion projects such as new express bus service between East Santa Rosa and San Francisco; between Richmond and San Rafael; and between Central Marin and West San Francisco. This program also includes off-site parking and an additional Larkspur Ferry crossing.		Yes	Yes	Yes	

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17-10-0011	Multi-County	Lifeline, Community Based Transportation Program, and Mobility Management	The Lifeline Transportation Program funds priority projects identified by residents in MTC's Communities of Concern through locally crafted Community-Based Transportation Plans. Projects can include community shuttles, transit services, streetscape improvements and bus stop amenities. Additionally, this program includes \$90 million for a future mobility management program. Mobility management enables communities to monitor transportation needs and to link individuals to appropriate, cost-efficient travel options					Yes
17-10-0012	Multi-County	Means-Based Fare Study Implementation	This program would implement the recommendations from MTC's Means-Based Fare Study, which launched in 2015 to determine if a transit fare program based on household income would be feasible and effective. This study will identify possible fare structures and payment methods, eligible recipients, overall program costs, and potential technical challenges.					
17-10-0013	Multi-County	Transportation Management Systems	This program replaces and rehabilitates the physical ramp meters, induction loops and cameras used to manage traffic real-time and to collect traffic data for planning purposes. This program also maintains and replaces telecommunication networks connecting all field devices with potential to transition from copper lines to fiber optics. Related to the SHOPP program (RTPID 17-10-0025)					Yes
17-10-0014	Multi-County	Bay Trail - non toll bridge segments	This program would complete the Bay Trail along the shoreline. This program does not include the segments of the Bay Trail that would cross the Bay via toll bridges.					
17-10-0015	Multi-County	Climate Program: TDM and Emission Reduction Technology	MTC's Climate Initiatives Program includes transportation demand management (TDM) strategies, car sharing, vanpool incentives, alternative fuel/vehicle initiatives, targeted transportation alternatives, trip caps and commuter benefits ordinances.					Yes
17-10-0016	Multi-County	Cost Contingency and Financing	This program includes future financing costs for capital projects such as for BART's Transbay Core Capacity Project (RTPID 17-10-0006). It also would cover contingency for major capital projects, if needed.					
17-10-0017	Multi-County	Capital Projects Debt Service	This program includes on-going payments to debt service resulting from past financing of revenue, especially for bridge toll and sales tax revenue sources.					Yes
17-10-0018	Multi-County	Goods Movement Clean Fuels and Impact Reduction Program	Program for implementing recommendations of the Freight Emission Reduction Action Plan and developing programs for impact reduction in neighborhoods with high levels of freight activity.					
17-10-0019	Multi-County	Goods Movement Technology Program	Program for deploying communications infrastructure to increase active traffic management along freight corridors and to/from the Port of Oakland					
17-10-0020	Multi-County	New/Small Starts Reserve	This is a reserve for future FTA funds (Section 5309) that are referred to as New Starts, Small Starts, or Core Capacity funding. This reserve is for future transit projects eligible for these funds and that serve the North or East Bay.					
17-10-0021	Multi-County	Priority Development Area (PDA) Planning Grants	This program includes Priority Development Area (PDA) Planning Grants and associated programs					Yes
17-10-0022	Multi-County	Local and Streets and Roads - Existing Conditions	This program includes local streets and roads maintenance throughout the region, including pavement and non-pavement assets					Yes
17-10-0023	Multi-County	Local Streets and Roads - Operations	This program includes on-going operations of the local streets and roads throughout the region					Yes
17-10-0024	Multi-County	Regional and Local Bridges - Existing Conditions	This program includes operations and maintenance of regional and local bridges. Golden Gate Bridge operations and maintenance is in a separate program (RTPID 17-10-0009)					Yes
17-10-0025	Multi-County	Regional State Highways - Existing Conditions	This program includes operations and maintenance of the state highways within the Bay Area. This program generally implements the SHOPP, which also includes minor mobility enhancements and management systems.					Yes
17-10-0026	Multi-County	Regional Transit Capital - Existing Conditions	This program includes capital maintenance and replacement funding for the region's transit operators. Types of projects in this category mostly include replacing vehicles and fixed-guideway assets like rail that have a direct impact on service. To a lesser extent, this program includes station upgrades and replacing other assets that do not directly affect revenue service.					Yes
17-10-0027	Multi-County	Regional Transit Operations	This program covers the costs to operate the Bay Area's existing transit service every year through the Plan horizon.					Yes
17-10-0028	Multi-County	Clipper	This program covers annual operating costs of Clipper as well as the upgrade of Clipper to Clipper 2.0.					Yes
17-10-0029	Multi-County	511 Traveler Information Program	This program covers the 511 program in the Bay Area. 511 includes a transit trip planner, real-time transit information, up-to-the minute traffic information, carpool and vanpool formation services and parking information.					Yes
17-10-0030	Multi-County	SAFE Freeway Patrol	This program covers MTC's Service Authority for Freeways and Expressways, or SAFE, program. MTC-SAFE manages the Bay Area's fleet of Freeway Service Patrol tow trucks and roadside call boxes.					Yes
17-10-0031	Multi-County	Regional Transportation Emergency Management Program	This program enhances first responders' capabilities to clear traffic incidents and respond to major emergencies through integrated corridor management.					
17-10-0032	Multi-County	Regional Rail Station Modernization and Access Improvements	This program includes station modernization and access improvements for rail station throughout the region.					Yes

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17-10-0033	Multi-County	Bay Area Forward	This program includes a variety of operational and multimodal improvements, including: active traffic management - upgrades to all existing ramp meters to adaptive, implementing hard shoulder running lanes, contra-flow lanes, queue warning, and ramp modifications; arterial operations - implementation of traditional time-of-day signal timing coordination, adaptive traffic signal control systems, transit signal priority, real-time traffic monitoring devices, ped/bike detection, queue-jump lanes, etc; connected vehicles - pilot deployments of vehicle-to-infrastructure (V2I) strategies; Managed Lanes Implementation Plan - pilot express bus service for routes not currently served by operators; expands park-and-ride facilities throughout the region; and supports pilot deployment of shared-mobility solutions.	VARIES	VARIES	VARIES	Yes	Yes
17-10-0034	Multi-County	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path - Environmental Only	This project continues environmental and design work on the proposed bicycle, pedestrian, and maintenance path on the west span of the Bay Bridge.					
17-10-0036	Multi-County	I-580 Access Improvements Project	Project converts the right shoulder of the Richmond-San Rafael Bridge to a third freeway lane from the Sir Francis Drake Blvd. on-ramp in Marin County to the Marine Street (Richmond Parkway/Point Richmond) exit in Contra Costa County. Project also constructs a path on the north side of I-580, including the upper deck of the Richmond-San Rafael Bridge, with concrete barriers to separate bicyclists and pedestrians from westbound freeway traffic.	Yes	Yes	Yes	Yes	Yes
17-10-0037	Multi-County	Highway 37 Improvements and Sea Level Rise Mitigation PSR	Prepare multi-county study, to PID standard, on improvements to SR 37 to accommodate future sea level rise and existing congestion					
17-10-0038	TJPA	Caltrain/HSR Downtown San Francisco Extension	The Downtown Rail Extension (DTX) will extend Caltrain commuter rail from its current terminus at Fourth and King streets and deliver the California High-Speed Rail Authority's future high-speed service to the new Transit Center. The 1.95-mile rail extension will be constructed principally below grade underneath Townsend and Second streets. The design includes an underground station at Fourth and Townsend streets, utility relocations, rail systems work, and structures for emergency exit, ventilation at six locations along the alignment, and an underground pedestrian bridge connecting the Transbay Terminal to the Embarcadero BART station. Cost includes operating expenses - capital cost is \$3.999 billion		Yes	Yes	Yes	Yes
17-10-0039	TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	The project has 3 components: (1) new Transbay Transit Center built on the site of the former Transbay Terminal in downtown San Francisco serving 11 transportation systems; (2) extension of Caltrain commuter rail service from its current San Francisco terminus at 4th & King Streets to a new underground terminus; and (3) establishment of a Redevelopment Area Plan with related development projects.	Yes	Yes	Yes	Yes	Yes
17-10-0040	WETA	North Bay Ferry Service Enhancement	Purchase and operate 2 new ferry vessels for WETA North Bay ferry services. Project increases frequency for the Richmond-SF and Vallejo-SF ferry lines.	Yes	Yes	Yes	Yes	
17-10-0041	WETA	Central Bay Ferry Service Enhancement	Purchase and operate 2 new ferry vessels for WETA Central Bay ferry services. Project increases frequency for the Oakland-Alameda-SF ferry line and the Harbor Bay-SF ferry line.	Yes	Yes	Yes	Yes	Yes
17-10-0042	WETA	Albany/Berkeley Ferry Terminal	Construct a new Berkeley/Albany ferry terminal, purchase 2 new ferry vessels, operate new ferry service between Berkeley/Albany and San Francisco.		Yes	Yes	Yes	Yes
17-10-0043	Multi-County	Regional Carpool Program	This program includes carpool outreach and promotion, supporting vanpools, positioning the program to rely on private sector ridesharing apps, and other services. The Regional Carpool Program will support carpoolers during the launch of Bay Area Express Lanes, promote carpooling and vanpooling along high-priority congested travel corridors, and grow first/last mile carpool solutions to transit, consistent with its annual work plan. Includes MTC staff costs.					
17-10-0044	Multi-County	I-80 Express Lanes in both directions: Airbase Parkway to Red Top Road	Express Lanes on I-80 in Solano County from Red Top Road to Air Base Parkway - convert existing HOV lanes to express lanes		Yes	Yes	Yes	Yes
17-10-0045	Multi-County	I-80 Express Lanes: Westbound Bay Bridge Approaches	Express Lanes on the four westbound SFOBB bridge approaches: (1) I-80 direct connector from Powell Street to SFOBB metering lights (1.8 miles); (2) I-580 from I-80 junction to metering lights (1 mile); (3) I-880/880S direct connector from 14th Street to metering lights (1.5 miles); (4) West Grand Ave/I-880 direct connector to metering lights (0.7 miles) - convert existing HOV lanes to express lanes		Yes	Yes	Yes	
17-10-0047	Multi-County	I-680 Express Lanes: Northbound from Marina Vista to SR 242	Express Lanes on I-680 northbound from SR-242 to Marina Vista. Convert existing HOV lane to express lanes.		Yes	Yes	Yes	
17-10-0048	Multi-County	I-680 Express Lanes: Southbound from Marina Vista to Rudgear	Express Lanes on I-680 southbound from Marina Vista to Rudgear Rd. Convert existing and future SB HOV lane to express lane. Future SB HOV lane from North Main to Livorna/Rudgear is in RTPID 17-02-0022	Yes	Yes	Yes	Yes	
17-10-0049	Multi-County	I-680 Express Lanes in both directions: Livorna/Rudgear to Alcosta	Express lanes on I-680 in Contra Costa County from Alcosta Road to Livorna northbound and to Rudgear southbound - convert existing HOV lanes to express lanes		Yes	Yes	Yes	Yes
17-10-0050	Multi-County	SR-84 Express Lanes: Westbound from I-880 to Dumbarton Bridge Toll Plaza	Express Lanes on Route 84 westbound in Alameda County from I-880 through Dumbarton Bridge toll plaza - convert existing HOV lane to express lane	Yes	Yes	Yes	Yes	
17-10-0051	Multi-County	SR-92 Express Lanes: Westbound from Hesperian to San Mateo Bridge Toll Plaza	Express Lanes Route 92 WB in Alameda County from Hesperian Boulevard through San Mateo-Hayward Bridge toll plaza - convert existing HOV lane to express lane	Yes	Yes	Yes	Yes	

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17-10-0052	Multi-County	I-880 Express Lanes in both directions: Hegenberger/Lewelling to SR-237	Express lane on I-880 in Alameda County from Lewelling Blvd to SR 237 Direct Connector in northbound direction, Hegenberger Rd to SR 237 Direct Connector in the southbound direction- convert existing HOV lanes to express lanes.	Yes	Yes	Yes	Yes	Yes
17-10-0053	Multi-County	I-80 Express Lanes in both directions: Carquinez Bridge to Bay Bridge	Express Lanes on westbound I-80 from Carquinez Bridge Toll Plaza to Powell St Direct Connector on eastbound I-80 from Powell St Direct Connector to Cummings Skyway. Add new express lane on eastbound I-80 from Cummings Skyway to Carquinez Bridge.		Yes	Yes	Yes	Yes
17-10-0054	Multi-County	MTC Express Lane Program Cost	Includes non-corridor activities such as centralized toll system activities, start-up program management, contingency and capitalized O&M.					Yes
17-10-0055	Multi-County	East and North Bay Express Lanes Operations and Maintenance	This program includes on-going operations and maintenance for the express lanes in the East and North Bay counties					
17-10-0056	Multi-County	East and North Bay Express Lanes Reserve	This program includes future revenue from express lanes in the East and North Bay counties					
17-10-0057	Multi-County	I-880 Express Lanes: Northbound from Hegenberger to Lewelling and bridge improvements	I-880 Northbound express lane from Lewelling Blvd to Hegenberger Rd. and reconstruct bridges at Davis Street and Marina Boulevard - widen to add an express lane and reconstruct bridges		Yes	Yes	Yes	Yes
17-10-0058	Multi-County	I-680 Express Lanes: Northbound from SR-84 to SR-237	Express lanes on I-680 in the northbound direction from SR-84 to SR-237 which involves constructing a new lane.		Yes	Yes	Yes	Yes
17-10-0059	Multi-County	I-80 Express Lanes in both directions: Airbase Parkway to I-505	I-80 Solano Express Lanes from Air Base to I-505-widen to add an express lane in each direction	Yes	Yes	Yes	Yes	
17-10-0060	Multi-County	I-680 Express Lanes: Northbound from Rudgear to SR 242 and operational improvements	Widen I-680 for a new northbound express lane between N. Main Street and Route 242 and implement operational improvements on I-680 from Rudgear to N. Main. This project complements the NB HOV lane extension through the 680/24 interchange and from N. Main to SR 242 as well as operational improvements included in RTPIDs 17-02-0012 and 17-02-0013.		Yes	Yes	Yes	Yes
17-10-0061	Multi-County	I-680 Express Lanes: I-80 westbound to I-680 southbound and I-680 northbound to I-80 eastbound direct connectors	Express lanes on I-680/I-80 interchange in Solano County - widen to add express lane direct connectors I-80 westbound to I-680 southbound and I-680 northbound to I-80 eastbound. This complements the larger interchange project of RTPID 17-08-0009.		Yes	Yes	Yes	Yes
17-10-0062	Multi-County	East and North Bay Express Lanes - Environmental and Design Phases for Future Segments	This program includes environmental and design phases for future express lane segments in Alameda and Solano counties, including along I-80, I-680, and I-580					
17-10-0063	BART	BART Seismic Safety Augmentation	Alternatives analysis and design associated with the Berkeley Hills Tunnel plus design of the A-Line structural augmentation / improvement to operability standards.					
17-10-0064	BART	Hayward Maintenance Complex Phase 1	This project increases maintenance capacity as part of its Fleet of the Future program as well as to support increased service for the Berryessa Extension. This Phase I project involves constructing an outdoor storage area for maintenance and engineering materials and equipment, building track access to new maintenance facilities from the existing mainline, and improving access for BART maintenance operations.					Yes

Appendix C
Travel Modeling Report
(Plan Bay Area 2040: Final Supplemental Report)



TRAVEL MODELING REPORT



Plan BayArea 2040

FINAL
SUPPLEMENTAL
REPORT



Metropolitan
Transportation
Commission



Association
of Bay Area
Governments

JULY 2017

Metropolitan Transportation Commission

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Sonoma County and Cities

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Warren Slocum
San Mateo County

James P. Spering
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Amy R. Worth
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Association of Bay Area Governments

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ABAG President
City of Clayton

Supervisor David Rabbitt
ABAG Vice President
County of Sonoma

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Alameda

Supervisor Nathan Miley
Alameda

Supervisor Candace Andersen
Contra Costa

Supervisor Karen Mitchoff
Contra Costa

Supervisor Dennis Rodoni
Marin

Supervisor Belia Ramos
Napa

Supervisor Norman Yee
San Francisco

Supervisor David Canepa
San Mateo

Supervisor Dave Pine
San Mateo

Supervisor Cindy Chavez
Santa Clara

Supervisor David Cortese
Santa Clara

Supervisor Erin Hannigan
Solano

Representatives From Cities in Each County

Mayor Trish Spencer
City of Alameda / Alameda

Mayor Barbara Halliday
City of Hayward / Alameda

Vice Mayor Dave Hudson
City of San Ramon / Contra Costa

Councilmember Pat Eklund
City of Novato / Marin

Mayor Leon Garcia
City of American Canyon / Napa

Mayor Edwin Lee
City and County of San Francisco

John Rahaim, Planning Director
City and County of San Francisco

**Todd Rufo, Director, Economic
and Workforce Development,
Office of the Mayor**
City and County of San Francisco

Mayor Wayne Lee
City of Millbrae / San Mateo

Mayor Pradeep Gupta
City of South San Francisco /
San Mateo

Mayor Liz Gibbons
City of Campbell / Santa Clara

Mayor Greg Scharff
City of Palo Alto / Santa Clara

Mayor Len Augustine
City of Vacaville / Solano

Mayor Jake Mackenzie
City of Rohnert Park / Sonoma

Councilmember
Annie Campbell Washington
City of Oakland / Alameda

Councilmember
Lynette Gibson McElhaney
City of Oakland / Alameda

Councilmember Abel Guillen
City of Oakland / Alameda

Councilmember Raul Peralez
City of San Jose / Santa Clara

Councilmember Sergio Jimenez
City of San Jose / Santa Clara

Councilmember Lan Diep
City of San Jose / Santa Clara

Advisory Members

William Kissinger
Regional Water Quality
Control Board



Plan Bay Area 2040: Final Travel Modeling Report

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METROPOLITAN
TRANSPORTATION
COMMISSION



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Executive Summary

This supplementary report presents selected technical results from the analysis of alternatives performed in support of the Metropolitan Transportation Commission's (MTC's) and the Association of Bay Area Governments' (ABAG's) Plan Bay Area 2040 environmental impact report (EIR). A brief overview of the technical methods used in the analysis, as well as a brief description of the key assumptions made for each alternative, precede the presentation of results.

Chapter 1: Analytical Tools

MTC uses an analytical tool known as a travel model (also known as a travel demand model or travel forecasting model) to first describe the reaction of travelers to transportation projects and policies and then to quantify the impact of cumulative individual decisions on the Bay Area's transportation networks and environment. MTC's travel model is briefly described below, along with two supporting tools: a population synthesizer and a vehicle emissions model.

Population Synthesizer

MTC's travel model is an agent-based simulation. The "agents" in our case are individual households, further described by the people who form each household. In this way, the travel model attempts to simulate the behavior of the individuals and the households who carry out their daily activities in a setting described by the input land development patterns and input transportation projects and policies. In order to use this type of simulation, each agent must be characterized in a fair amount of detail.

Software programs that create lists of households and persons for travel model simulations are known as population synthesizers. MTC's population synthesizer attempts to locate households described in the 2000 Decennial Census Public Micro-sample (PUMS) data (i.e., those who responded to the old "long forms" used by the Census Bureau to collect detailed household information) in such a way that when looking at the population along specific dimensions spatially (at a level of detail below which the PUMS data is reported), the aggregate sums more or less match those predicted by other Census summary tables (when synthesizing historical populations) or the land use projections made by our land use modeling tools/procedures (when forecasting populations). For example, if our land use tools project that 60 households containing 100 workers and 45 children will live in spatial unit X in the year 2035, the population synthesizer will locate 60 PUMS households in spatial unit X and will select households in such a way that, when summing across households, the number of workers is close to 100 and the number of children is close to 45.

MTC's population synthesizer "controls" (i.e., minimizes the discrepancy between the synthetic population results and the historical Census results or the land use forecasts) along the following dimensions:

1. Household "type", i.e. individual household unit or non-institutionalized group quarters (e.g., college dorm);
2. Household income category;
3. Age of the head of household;
4. Number of people in the household;
5. Number of children under age 17 in the household;
6. Number of employees in the household; and,
7. Number of units in the household's physical dwelling (one or more than one, as in an apartment building).

Travel Model

Travel models are frequently updated. As such, a bit of detail as to which version of a given travel model is used for a given analysis is useful. The current analysis uses MTC's *Travel Model One* (version 0.6),

released in July 2016, calibrated to year 2000 conditions and validated against year 2000, 2005, 2010 and 2015 conditions¹.

Travel Model One is of the so-called “activity-based” archetype. The model is a partial agent-based simulation in which the agents are the households and people who reside in the Bay Area. The simulation is partial because it does not include the simulation of individual behavior of passenger, commercial, and transit vehicles on roadways and transit facilities (though the model system does simulate the behavior of aggregations of vehicles and transit riders). In regional planning work, the travel model is used to simulate a typical weekday – when school is in session, the weather is pleasant, and no major accidents or incidents disrupt the transportation system.

The model system operates on a synthetic population that includes households and people representing each actual household and person in the nine-county Bay Area – in both historical and prospective years. Travelers move through a space segmented into “travel analysis zones”² and, in so doing, use the transportation system. The model system simulates a series of travel-related choices for each household and for each person within each household. These choices³ are as follows (organized sequentially):

1. Usual workplace and school location – Each worker, student, and working student in the synthetic population selects a travel analysis zone in which to work or attend school (or, for working students, one zone to work and another in which to attend school).
2. Household automobile ownership – Each household, given its location and socio-demographics, as well as each member’s work and/or school locations (i.e., given the preceding simulation results), decides how many vehicles to own.
3. Daily activity pattern – Each household chooses the daily activity pattern of each household member, the choices being (a) go to work or school, (b) leave the house, but not for work or school, or (c) stay at home.
4. Work/school tour⁴ frequency and scheduling – Each worker, student, and working student decides how many round-trips they will make to work and/or school and then schedules a time to leave for, as well as return home from, work and/or school.
5. Joint non-mandatory⁵ tour frequency, party size, participation, destination, and scheduling – Each household selects the number and type (e.g., to eat, to visit friends) of “joint” (defined as two or more members of the same household traveling together for the duration of the tour) non-mandatory (for purposes other than work or school) round trips in which to engage, then

¹ Additional information is available here: <http://analytics.mtc.ca.gov/foswiki/Main/Development>.

² An interactive map of these geographies is available here:
<http://analytics.mtc.ca.gov/foswiki/Main/TravelModelOneGeographies>.

³ These “choices”, which often are not really choices at all (the term is part of travel model jargon), are simulated in a random utility framework – background information is available here:
https://en.wikipedia.org/wiki/Choice_modelling.

⁴ A “tour” is defined as a round trip from and back to either home or the workplace.

⁵ Travel modeling practice use the term “mandatory” to describe work and school travel and “non-mandatory” to refer to other types of travel (e.g., to the grocery store); we use this jargon as well to communicate efficiently with others in our space. We neither assume nor believe that all non-work/school-related travel is non-mandatory or optional.

determines which members of the household will participate, where, and at what time the tour (i.e., the time leaving and the time returning home) will occur.

6. Non-mandatory tour frequency, destination, and scheduling – Each person determines the number and type of non-mandatory (e.g., to eat, to shop) round trips to engage in during the model day, where to engage in these tours, and at what time to leave and return home.
7. Tour travel mode – The tour-level travel mode choice (e.g., drive alone, walk, take transit) decision is simulated separately for each tour and represents the best mode of travel for the round trip.
8. Stop frequency and location – Each traveler or group of travelers (for joint travel) decide whether to make a stop on an outbound (from home) or inbound (to home) leg of a travel tour, and if a stop is to be made, where the stop is made, all given the round trip tour mode choice decision.
9. Trip travel model – A trip is a portion of a tour, either from the tour origin to the tour destination, the tour origin to a stop, a stop to another stop, or a stop to a tour destination. A separate mode choice decision is simulated for each trip; this decision is made with awareness of the prior tour mode choice decision.
10. Assignment – Vehicle trips for each synthetic traveler are aggregated into time-of-day-specific matrices (i.e., tables of trips segmented by origin and destination) that are assigned via the standard static user equilibrium procedures to the highway network. Transit trips are assigned to time-of-day-specific transit networks.

The *Travel Model One* system inherits without significant modification the representation of interregional and commercial vehicle travel from MTC's previous travel model system (commonly referred to as BAYCAST or BAYCAST-90). Specifically, commercial vehicle demand is represented using methods developed for Caltrans and Alameda County as part of the Interstate 880 Intermodal Corridor Study conducted in 1982 and the Quick Response Freight Manual developed by the United States Department of Transportation in 1996. When combined, these methods estimate four classes of commercial travel, specifically: "very small" trucks, which are two-axle/four-tire vehicles; "small" trucks, which are two-axle/six-tire vehicles; "medium" trucks, which are three-axle vehicles; and, "combination" trucks, which are truck/trailer combinations with four or more axles.

Reconciling travel demand with available transportation supply is particularly difficult near the boundaries of planning regions because little is assumed to be known (in deference to efficiency – the model must have boundaries) about the land development patterns – the primary driver of demand – or supply details beyond these boundaries. The typical approach to representing this interregional travel is to first estimate the demand at each location where a major transportation facility intersects the boundary and to then distribute this demand to locations either within the planning region (which results in so-called "internal/external" travel) or to other boundary locations ("external/external" travel). MTC uses this typical approach and informs the process with Census journey-to-work flows (from the 2000 Decennial Census, specifically), which are allocated via simple method to represent flows to and from MTC's travel analysis zones and 21 boundary locations, as well as the flows between boundary locations.

The travel of air passengers to and from the Bay Area's airports is represented with static (across alternatives), year-specific vehicle trip tables. These trip tables are based on air passenger survey data

collected in 2006 and planning information developed as part of MTC's Regional Airport Planning Study⁶. Similarly, the travel of high speed rail passengers to and from the Bay Area's expected high speed rail stations is represented with static (across alternatives), year-specific vehicle trip tables. The high speed rail demand estimates are derived from the California High Speed Rail Authority's 2016 Business Plan⁷.

Vehicle Emissions Model

The MTC travel model generates spatially- and temporally-specific estimates of vehicle usage and speed for a typical weekday. This information is then input into an emissions model to estimate emitted criteria pollutants as well as emitted carbon dioxide (used as a proxy for all greenhouse gases). For the current analysis, MTC used the EMFAC 2014 version of the California Air Resources Board emissions factor software⁸.

Chapter 2: Input Assumptions

In total, 12 scenarios were simulated. Selected results are presented and discussed in the remainder of the document. Four *categories* of scenarios are included, as follows: historical, no action, planned action, and alternative actions. Historical scenarios are labeled by their year and include Year 2005 and Year 2015. The no action alternative is referred to as "No Project"; No Project simulations were performed for a 2040 forecast year. The planned action is referred to as the "Proposed Plan" (often abbreviated as "Plan") alternative; Proposed Plan Simulations were performed for 2020, 2030, 2035, and 2040. Three separate alternative scenarios are included, and are labeled "Main Streets", "Big Cities", and "Environment, Equity, and Jobs" ("EEJ"). Year 2040 simulations were conducted for each of these alternatives. The various simulation years serve different purposes: historical years demonstrate the model's ability to adequately replicate reality⁹ and provide the reader data for a familiar scenario; the California Air Resources Board established greenhouse gas targets for 2020 and 2035; the transportation plan, as guided by federal regulations, extends to 2040; and, air quality regulations require a 2030 simulation.

The above scenarios differ across four dimensions, namely: land use, roadway supply, transit supply, and prices. By land use, we mean the locations of households and jobs (of different types). Roadway supply is the physical network upon which automobiles, trucks, transit vehicles, bicycles, and pedestrians travel. Transit supply refers to the facilities upon which public transit vehicles travel (the roadway, along rail lines, ferry routes, and other dedicated infrastructure), as well as the stop locations, routes, and frequency of transit service. Prices include the monetary fees users are charged to board transit vehicles, cross bridges, operate and park private vehicles, and use express (also known as high occupancy toll) lanes.

In the remainder of this chapter, each of the six scenarios (the rows in Table 1) are discussed, organized by the above four dimensions; additional notes on "other assumptions" concludes the section. This organization should allow the reader to compare the input assumptions across scenarios.

⁶ Additional information is available here: <http://mtc.ca.gov/our-work/plans-projects/economic-vitality/regional-airport-plan>.

⁷ Additional information is available here: http://hsr.ca.gov/docs/about/business_plans/2016_BusinessPlan.pdf.

⁸ Additional information is available here: <http://www.arb.ca.gov/msei/msei.htm>.

⁹ Details of this "validation" process are available here: <http://analytics.mtc.ca.gov/foswiki/Main/Development>.

Table 1: Simulations by Year and Alternative

Alternative	Simulation Year					
	2005	2015	2020	2030	2035	2040
Historical	✓	✓				
No Project			✓		✓	✓
Proposed Plan			✓	✓	✓	✓
Main Streets			✓		✓	✓
Big Cities			✓		✓	✓
Environment, Equity, and Jobs			✓		✓	✓

Land Use

Additional information regarding the land development patterns is available in the companion supplementary report, *Summary of Predicted Land Use Responses*. Here, we provide a handful of details regarding the transformation of these land use inputs into the information needed by the travel model.

Prior to executing the travel model, the land development inputs provided by ABAG (control totals) and the UrbanSim model (distribution details) are run through the MTC population synthesizer as described above. The journey from control totals through UrbanSim and through the population synthesizer introduces very minor inconsistencies between the ABAG-estimated regional control totals, which are carried through UrbanSim, and the totals implied by the synthetic population. These inconsistencies are presented in Table 2.

Table 2: Demographic Statistics of Control and Simulated Populations

Alternative	Year	Households				Population		
		ABAG Results		Synthetic Population	Percent Difference [†]	ABAG Results	Synthetic Population	Percent Difference
		Households	Group Quarters					
Historical	2015	2,760,000	133,000	2,875,000	-0.6%	7,571,000	7,571,000	0.0%
No Project	2040	3,427,000	176,000	3,579,000	-0.7%	9,628,000	9,567,000	-0.6%
Proposed Plan	2040	3,427,000	176,000	3,579,000	-0.7%	9,628,000	9,561,000	-0.7%
Main Streets	2040	3,427,000	176,000	3,579,000	-0.7%	9,628,000	9,563,000	-0.7%
Big Cities	2040	3,427,000	176,000	3,579,000	-0.7%	9,628,000	9,554,000	-0.8%
EEJ	2040	3,427,000	176,000	3,579,000	-0.7%	9,628,000	9,559,000	-0.7%

† – Individuals living in group quarters are considered individual households in the synthetic population and, subsequently, the travel model.

A key function of the population synthesizer is to identify each member of the representative populous with one of eight “person type” labels. Each person in the synthetic population is identified as a full-time worker, part-time worker, college student, non-working adult, retired person, driving-age student, non-driving-age student, or child too young for school. The travel model relies on these person type classifications, along with myriad other variables, to predict behavior.

Figure 1 shows the distribution of person types for the historical scenarios and the Proposed Plan alternative, from years 2005 to 2040. Interesting aspects of these distributions, which are driven by assumptions embedded in ABAG’s regional forecast, are as follows:

- The share of full-time workers peaks in 2015;
- The share of retired workers steadily increases from 2005 to 2040; and,
- The person type shares are effectively identical.

Figure 2 shows the distribution of person types across the five forecast year alternatives for year 2040.

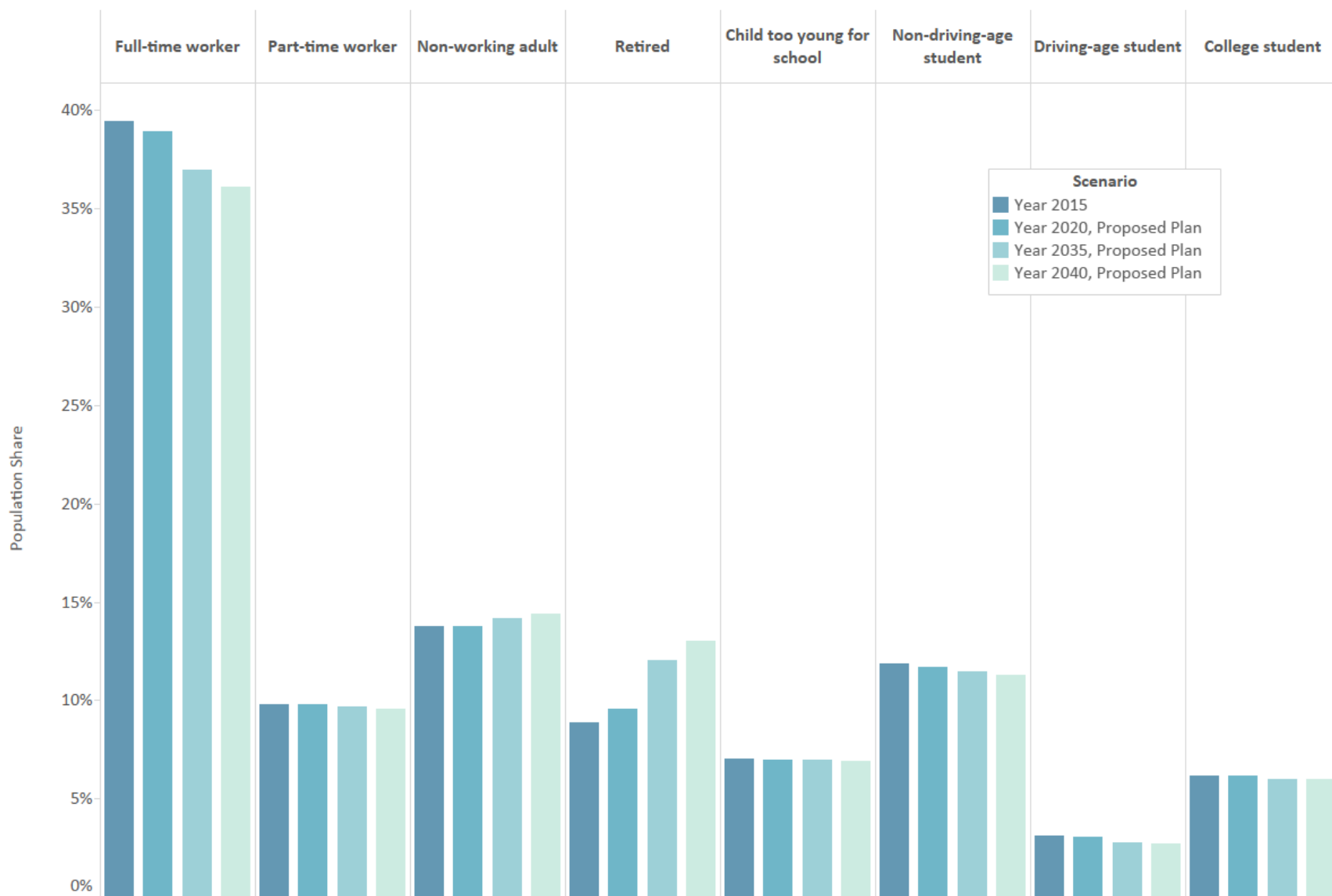


Figure 1: Historical and Forecasted Person Type Distributions for Proposed Plan Alternative

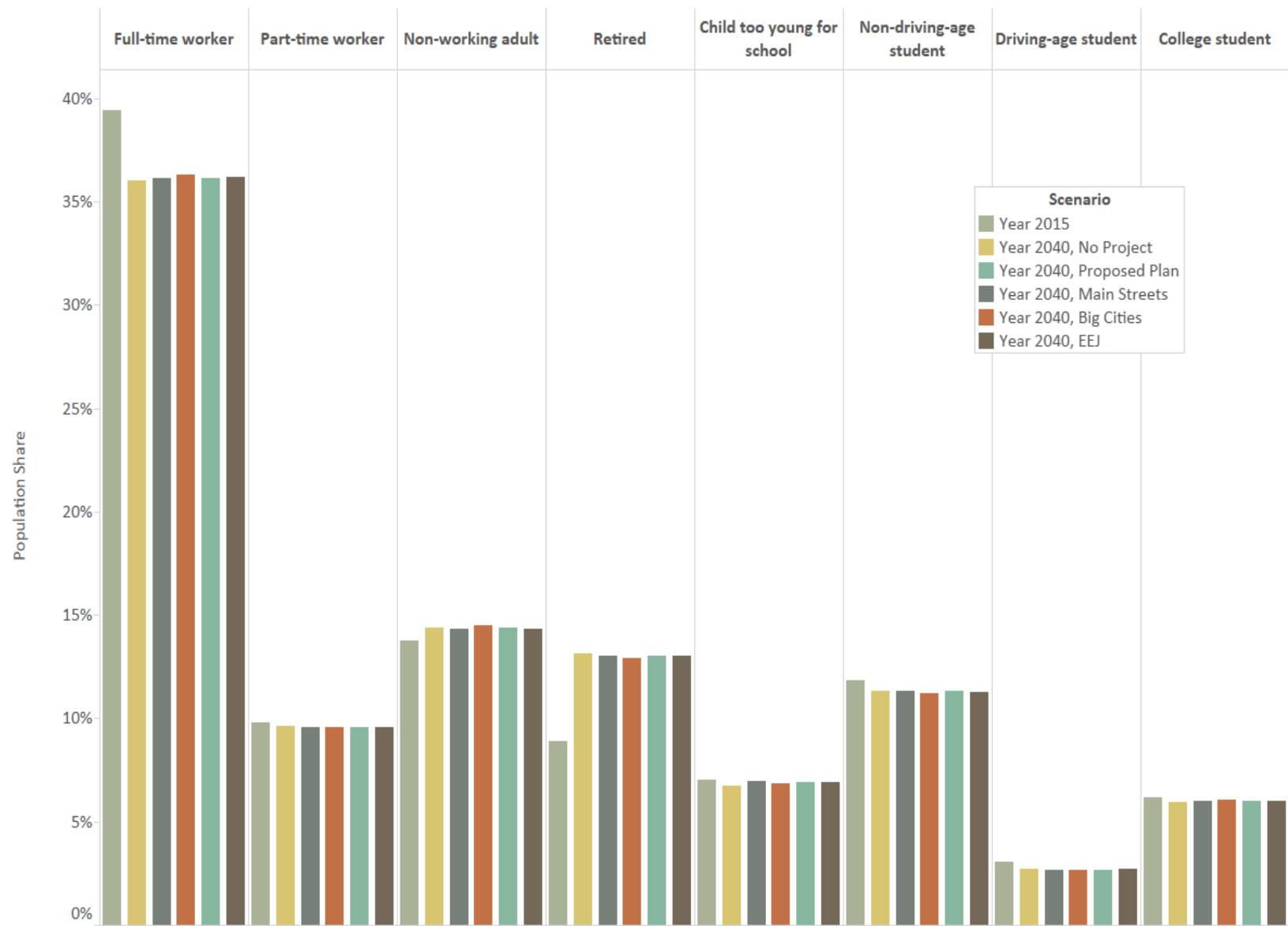


Figure 2: Year 2040 Person Type Distributions

Roadway Supply

The historical scenarios for 2005 and 2015 have a representation of roadways that reflect infrastructure that was in place in 2005 and 2015.

The No Project alternative includes projects that are either in place in 2016 or are “committed” per MTC policy. The Proposed Plan alternative includes the roadway projects included in the transportation investment strategy, which is discussed in detail elsewhere.

The Main Streets and Big Cities alternative roadway projects were detailed to MTC’s Planning Committee in May 2016¹⁰.

The Environment, Equity, and Jobs alternative starts with the No Project alternative roadway network and then adds the Proposed Plan alternative’s bus rapid transit (BRT) infrastructure and the Columbus Day Initiative intelligent transportation systems scheme. No other uncommitted roadway projects are included in the EEJ alternative.

A graphical depiction of the changes in the roadway network is presented in Figure 3 below. The chart shows the change in lane-miles (e.g., a one-mile segment of a four-lane road is four lane-miles) available to automobiles in year 2040 relative to year 2015. San Francisco County shows a decrease in lane-miles, as some roadway segments are converted to dedicated bus ways. Figure 4 shows the change in lane-miles over time for the Proposed Plan alternative.

¹⁰ For additional details, please see <https://mtc.legistar.com/View.ashx?M=F&ID=4446887&GUID=31890CF7-8A5A-4A54-BA45-4466DEF7831B>.

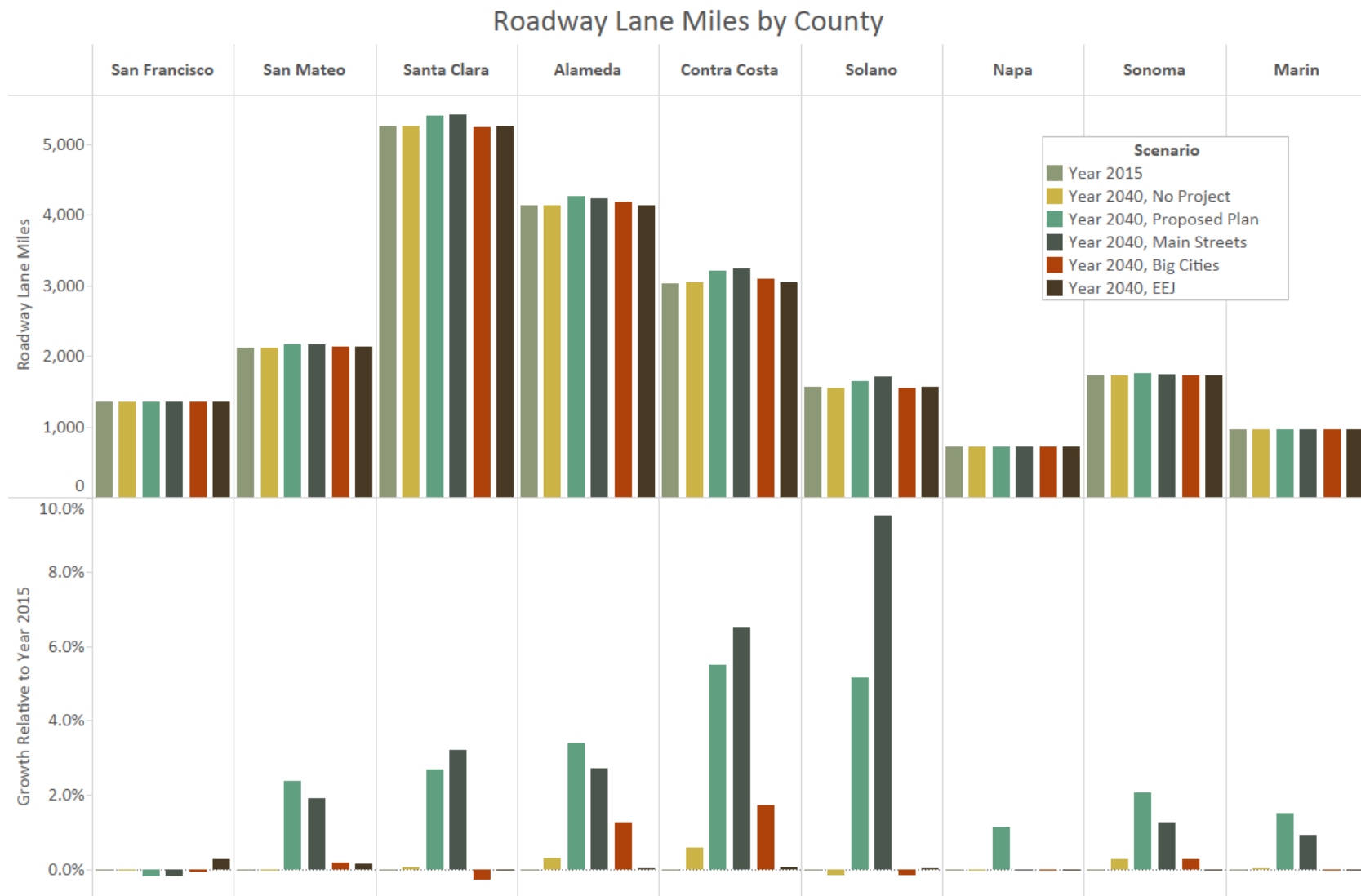


Figure 3: Year 2040 Growth in Roadway Lane Miles Available to Automobiles Relative to 2015



Figure 4: Growth in Roadway Lane Miles Available to Automobiles for Proposed Plan Alternative

Transit Supply

The historical scenarios for 2005 and 2015 reflect service in these years.

The No Project alternative begins with 2015 service levels and adds projects that are committed per MTC policy. The Proposed Plan alternative begins with 2015 service levels and adds both the committed projects as well as those included in the transportation investment strategy.

The Main Streets and Big Cities alternative transit projects were detailed to MTC's Planning Committee in May 2016¹¹.

The Environment, Equity and Jobs alternative begins with the Proposed Plan transit network and increases transit service frequency in some suburban areas.

A graphical depiction of these changes in transit service is presented in Figure 5 below. The chart shows the change in seat-miles (e.g., a one-mile segment of a bus with 40 seats is 40 seat-miles) in year 2040 compared to year 2015 across alternatives. Figure 6 shows the change in seat-miles over time for the Proposed Plan Alternative.

¹¹ Ibid.

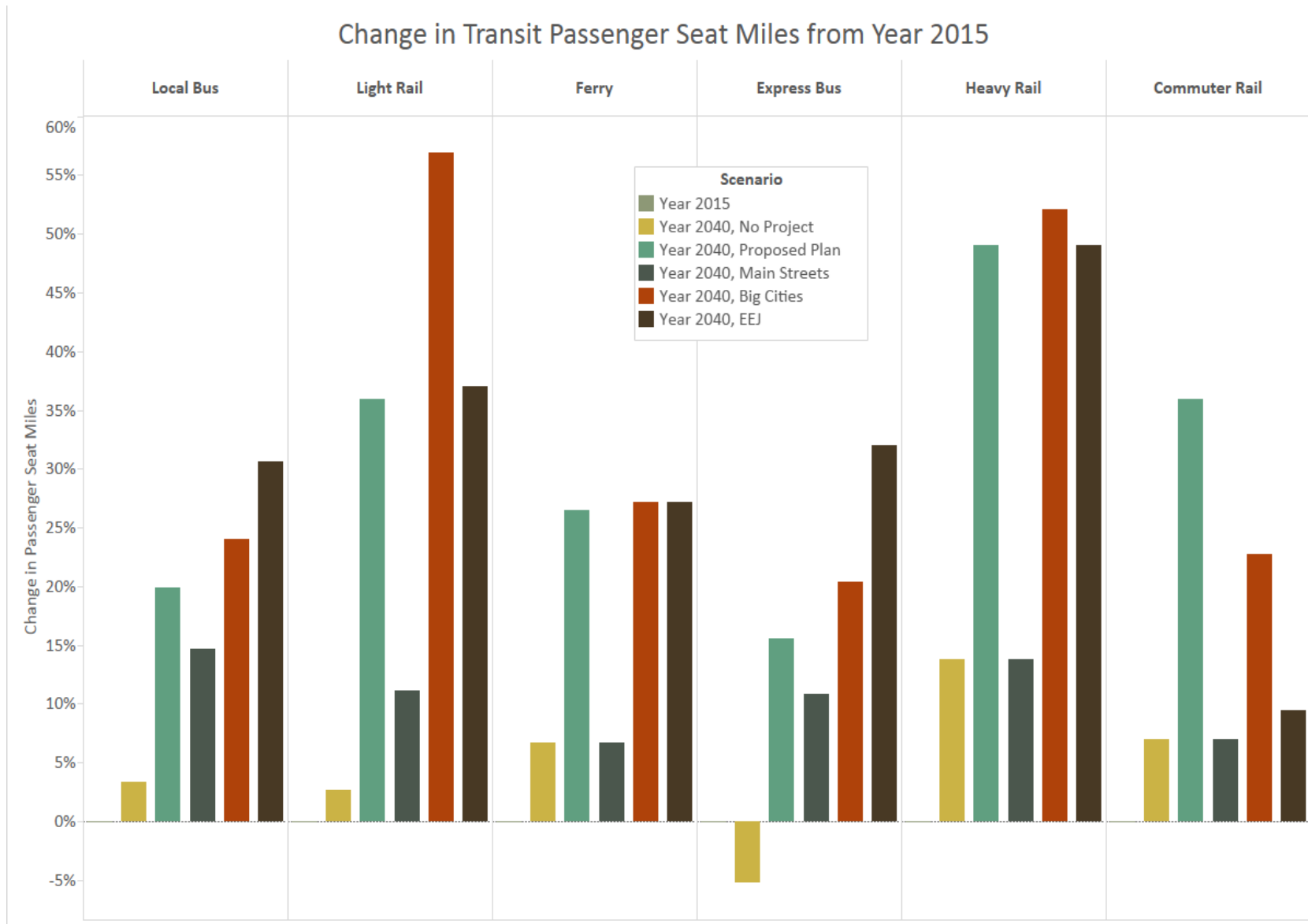


Figure 5: Year 2040 Growth in Transit Passenger Seat Miles from 2015

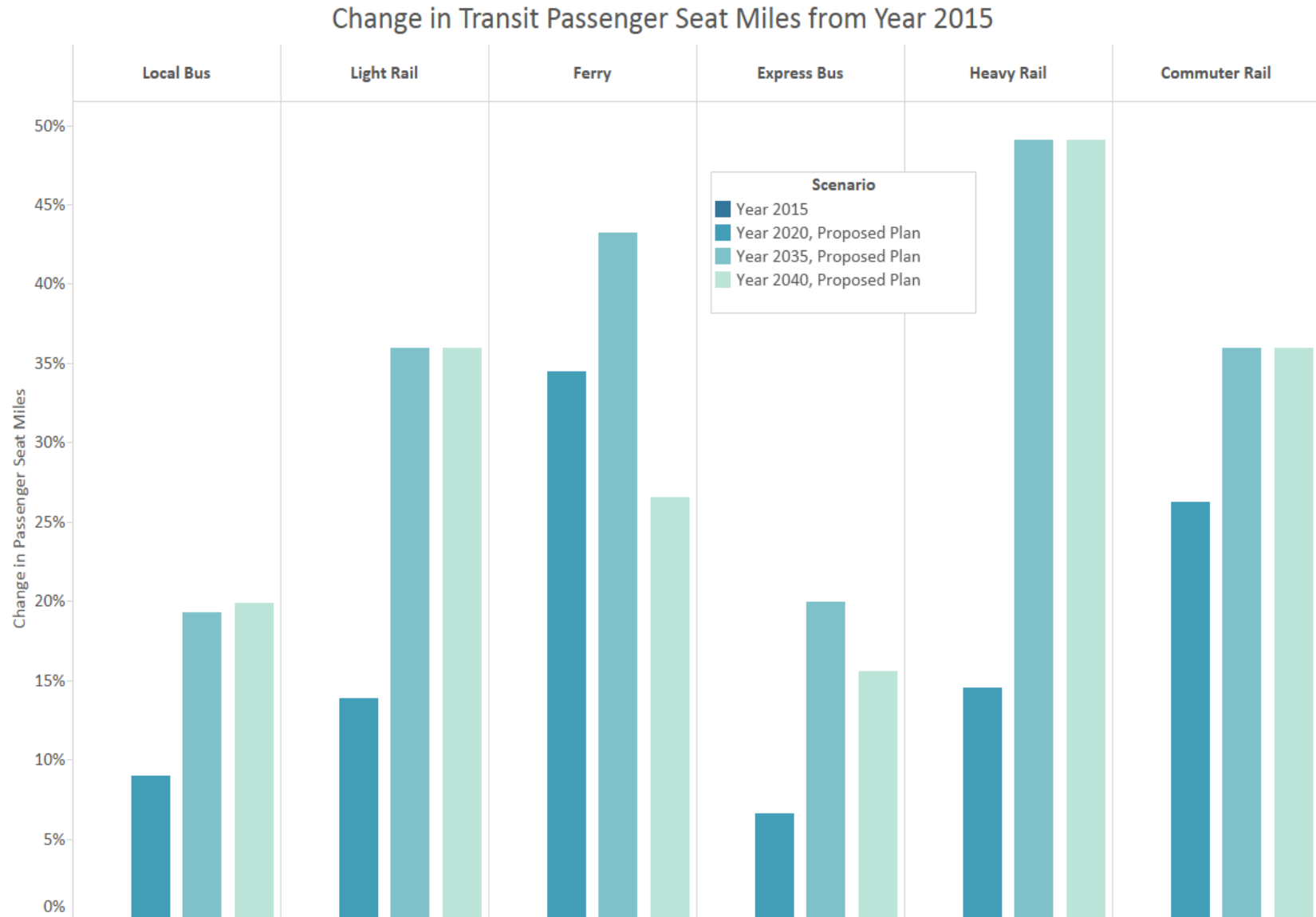


Figure 6: Year 2040 Growth in Transit Passenger Seat Miles from 2015 for Proposed Plan

Prices

The travel model system includes probabilistic models in which travelers select the best travel mode (e.g., automobile, transit, bicycle, etc.) for each of their daily tours (round trips) and trips. One consideration of this choice is the trade-off between saving time and saving money. For example, a traveler may have two realistic options for traveling to work: (i) driving, which would take 40 minutes (round trip) and cost \$10 for parking; or, (ii) taking transit, which would take 90 minutes (round trip) and cost \$4 in bus fare (\$2 each way). The mode choice model structure, as estimated in the early 2000s, includes coefficients that dictate how different travelers in different contexts make decisions regarding saving time versus saving money. These model coefficients value time in units consistent with year 2000 dollars, i.e. the model itself – not an exogenous input to the model – values time relative to costs in year 2000 dollars. Because re-estimating model coefficients is “expensive” (in terms of staff time and/or consultant resources), it is done infrequently, which, in effect, “locks in” the dollar year in which prices are input to the travel model. To use the model’s coefficients properly, all prices must be input in year 2000 dollars. In the remainder of this document, prices are presented both in (close to) current year dollars, to give the reader an intuitive sense as to the scale of the input prices, as well as year 2000 dollars, which are the units required by the model coefficients.

Six different types of prices are explicitly represented in the travel model: (i) bridge tolls; (ii) express lane tolls; (iii) transit fares; (iv) parking fees; (v) perceived automobile operating cost and gas taxes; and (vi) cordon tolls. A brief discussion on how the model determines each synthetic traveler’s value of time is presented next, after which the input assumptions across each of these price categories are presented.

Value of Time

The model coefficients that link the value of time with the other components of decision utilities remain constant between the baseline and forecast years, with the one exception of the coefficients on travel cost. These coefficients are a function of each synthetic individual’s value of time, a number drawn, in both the historical and forecast year simulations, from one of four log-normal distributions (see Figure 7). The means of these distributions are a function of each traveler’s household income. The value of time for children in a household is equal to two-thirds that of an adult. The means and shapes of these distributions remain constant across forecast years and scenarios.

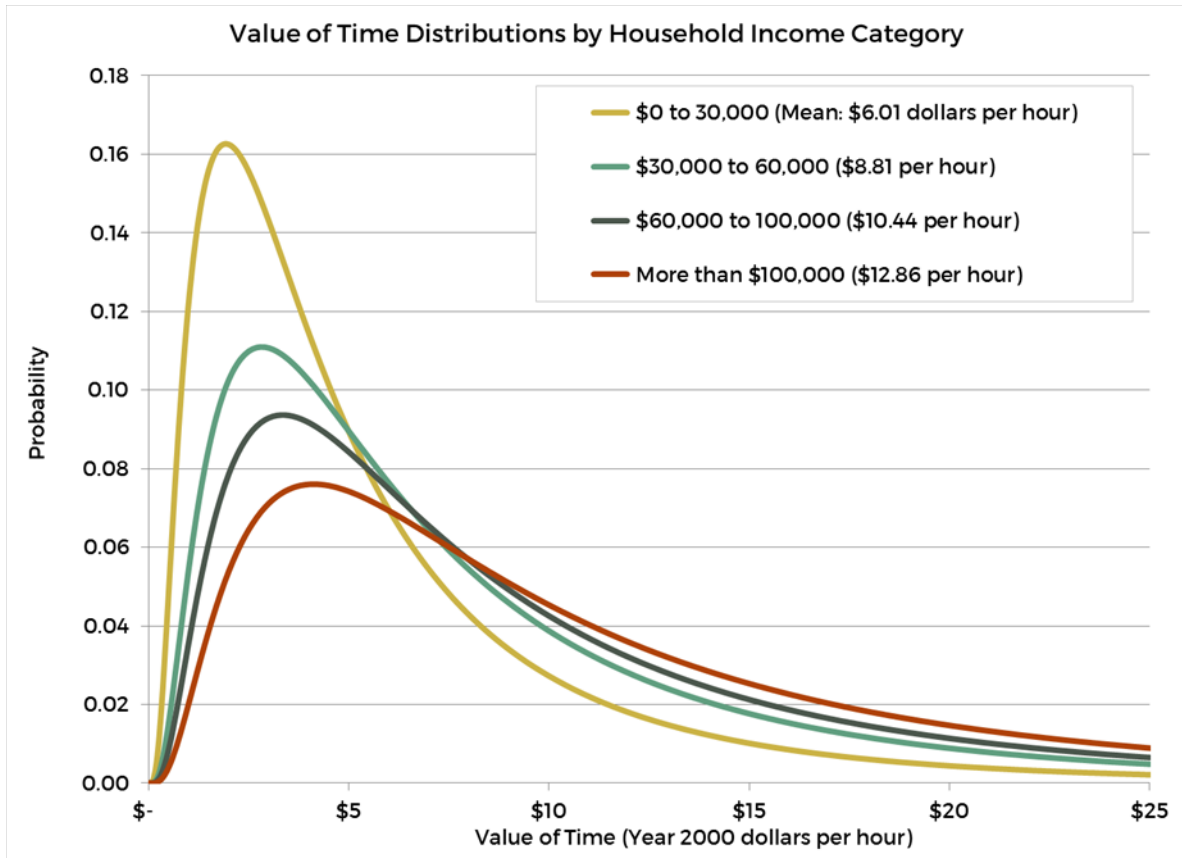


Figure 7: Value of Time Distribution by Household Income

Bridge Tolls

The bridge tolls assumed in the year 2015 baseline scenario are shown below in Table 3. Please note that Table 3 includes the price of tolls in year 2015 expressed in both year 2000 and year 2015 dollars.

The No Project alternative assumes the toll schedule in place as of July 1, 2012¹². This schedule is consistent with the year 2015 tolls presented in Table 3.

The bridge tolls assumed in the Proposed Plan, Main Streets, Big Cities and Equity, Environment, and Jobs alternatives are summarized in Table 4. Again, the price of tolls in year 2040 are expressed in year 2000 and year 2015 dollars.

¹² Complete details are available here: <http://bata.mtc.ca.gov/getting-around#/>.

Table 3: Year 2015 Common Peak Period Bridge Tolls[†]

Bridge	2-axle, single occupant toll		2-axle, carpool* toll	
	\$2000	\$2015	\$2000	\$2015
San Francisco/Oakland Bay Bridge	\$4.82	\$6.00	\$2.01	\$2.50
Antioch Bridge	\$4.02	\$5.00	\$2.01	\$2.50
Benicia/Martinez Bridge	\$4.02	\$5.00	\$2.01	\$2.50
Carquinez Bridge	\$4.02	\$5.00	\$2.01	\$2.50
Dumbarton Bridge	\$4.02	\$5.00	\$2.01	\$2.50
Richmond/San Rafael Bridge	\$4.02	\$5.00	\$2.01	\$2.50
San Mateo Bridge	\$4.02	\$5.00	\$2.01	\$2.50
Golden Gate Bridge	\$4.02	\$5.00	\$2.41	\$3.00

† – The full toll schedule includes off-peak tolls and tolls for 3- or more axle vehicles.

* – Carpools are defined as either two-or-more- or three-or-more-occupant vehicles, depending on the bridge, and only receive a discount during the morning and evening commute periods (source: ata.mtc.ca.gov; goldengatebridge.org).

Table 4: Common Peak Period Bridge Tolls for Proposed Plan, Main Streets, Big Cities, and EEJ Alternatives[†]

Bridge	2-axle, single occupant toll		2-axle, carpool* toll	
	\$2000	\$2015	\$2000	\$2015
San Francisco/Oakland Bay Bridge	\$5.72	\$8.00	\$2.86	\$4.00
Antioch Bridge	\$5.01	\$7.00	\$2.50	\$3.50
Benicia/Martinez Bridge	\$5.01	\$7.00	\$2.50	\$3.50
Carquinez Bridge	\$5.01	\$7.00	\$2.50	\$3.50
Dumbarton Bridge	\$5.01	\$7.00	\$2.50	\$3.50
Richmond/San Rafael Bridge	\$5.01	\$7.00	\$2.50	\$3.50
San Mateo Bridge	\$5.01	\$7.00	\$2.50	\$3.50
Golden Gate Bridge	\$4.47	\$6.25	\$3.04	\$4.25

† – The full toll schedule includes off-peak tolls and tolls for 3- or more axle vehicles.

* – Carpools are defined as either two-or-more- or three-or-more-occupant vehicles, depending on the bridge, and only receive a discount during the morning and evening commute periods (source: bata.mtc.ca.gov; goldengatebridge.org).

Express Lane Tolls

MTC's travel model explicitly represents the choice of travelers to pay a toll to use an express lane (i.e., a high-occupancy toll lane) in exchange for the time savings offered by the facility relative to the parallel free lanes. To exploit this functionality, the analyst must assign a travel price by time of day and vehicle class on each express lane link in the network. To efficiently and transparently simulate the impacts of the express lanes on behavior, we segment the express lane network in the scenarios into logical segments, with each segment receiving a time-of-day-specific per mile fee. To illustrate the detail involved in this coding, Figure 8, Figure 9, Figure 10, and Figure 11 (abstractly) present the morning commute period price for the year 2040 simulations. Please note that the simulated prices are not perfectly optimal – meaning, MTC did not analyze each corridor iteratively to find the price that maximized a pre-defined operational goal. Rather, the prices are adjusted a handful of times in an attempt to keep congestion low and utilization high. Importantly, the prices are held constant over four-hour morning (6 to 10 am) and evening (4 to 7 pm) commute periods. MTC's travel model assumes that congestion is uniform over the entire four-hour commute periods. We know this is not true, but make this assumption as a simplification. The peak one-hour within the four-hour commute period would require a higher toll than those simulated in the model.

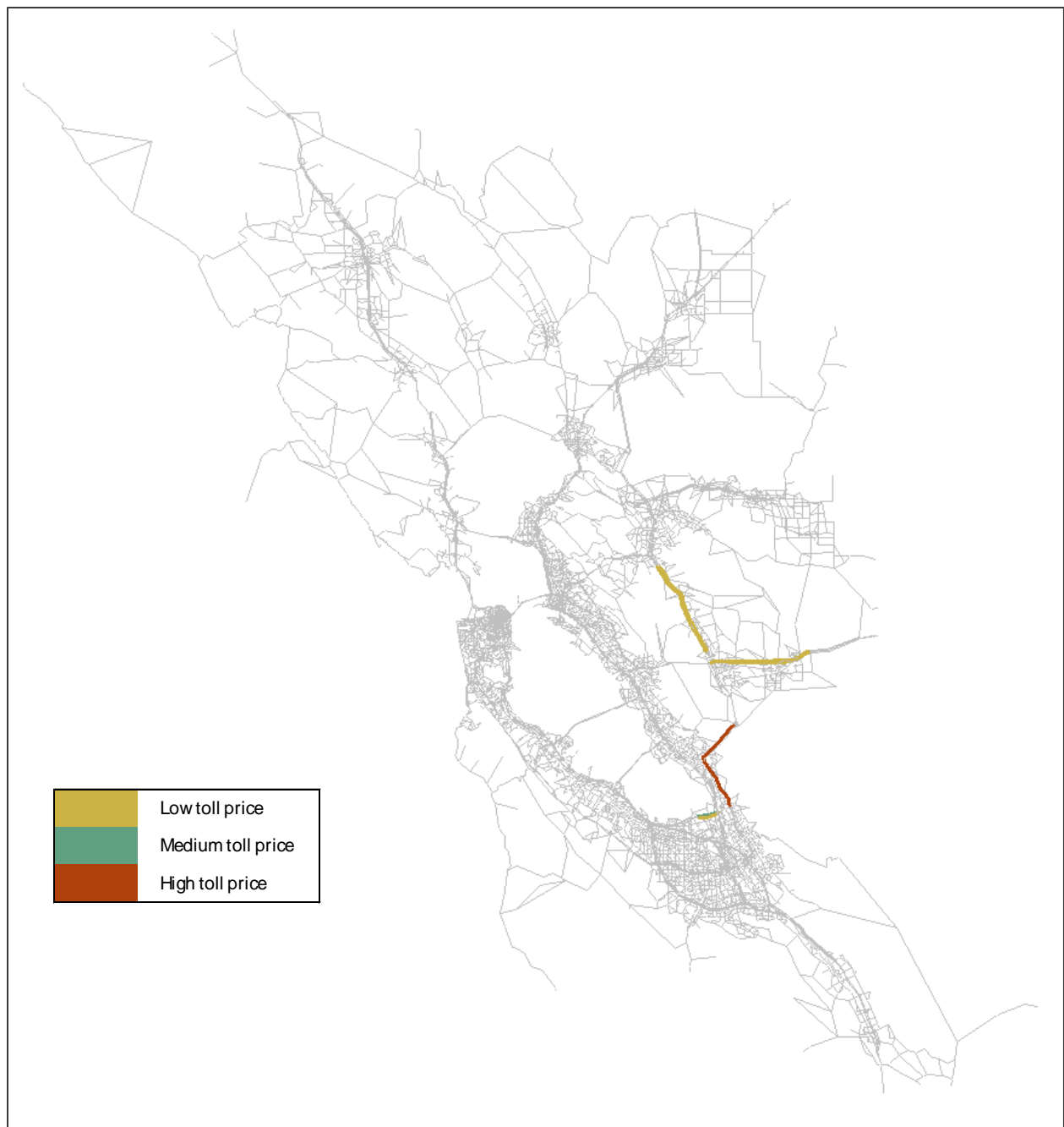


Figure 8: Morning Commute Express Lane Prices for No Project

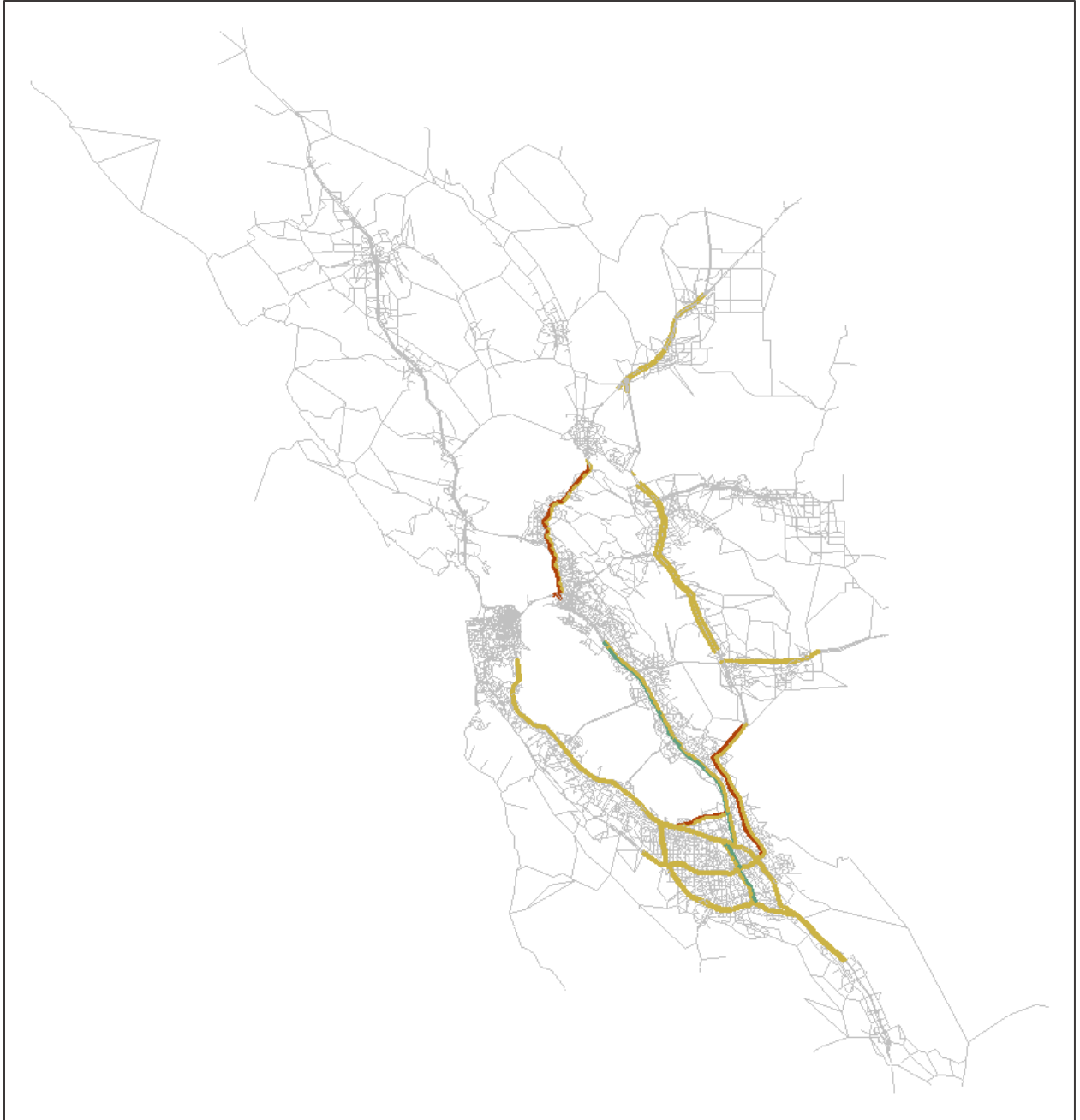


Figure 9: Morning Commute Express Lane Prices for Proposed Plan Alternative

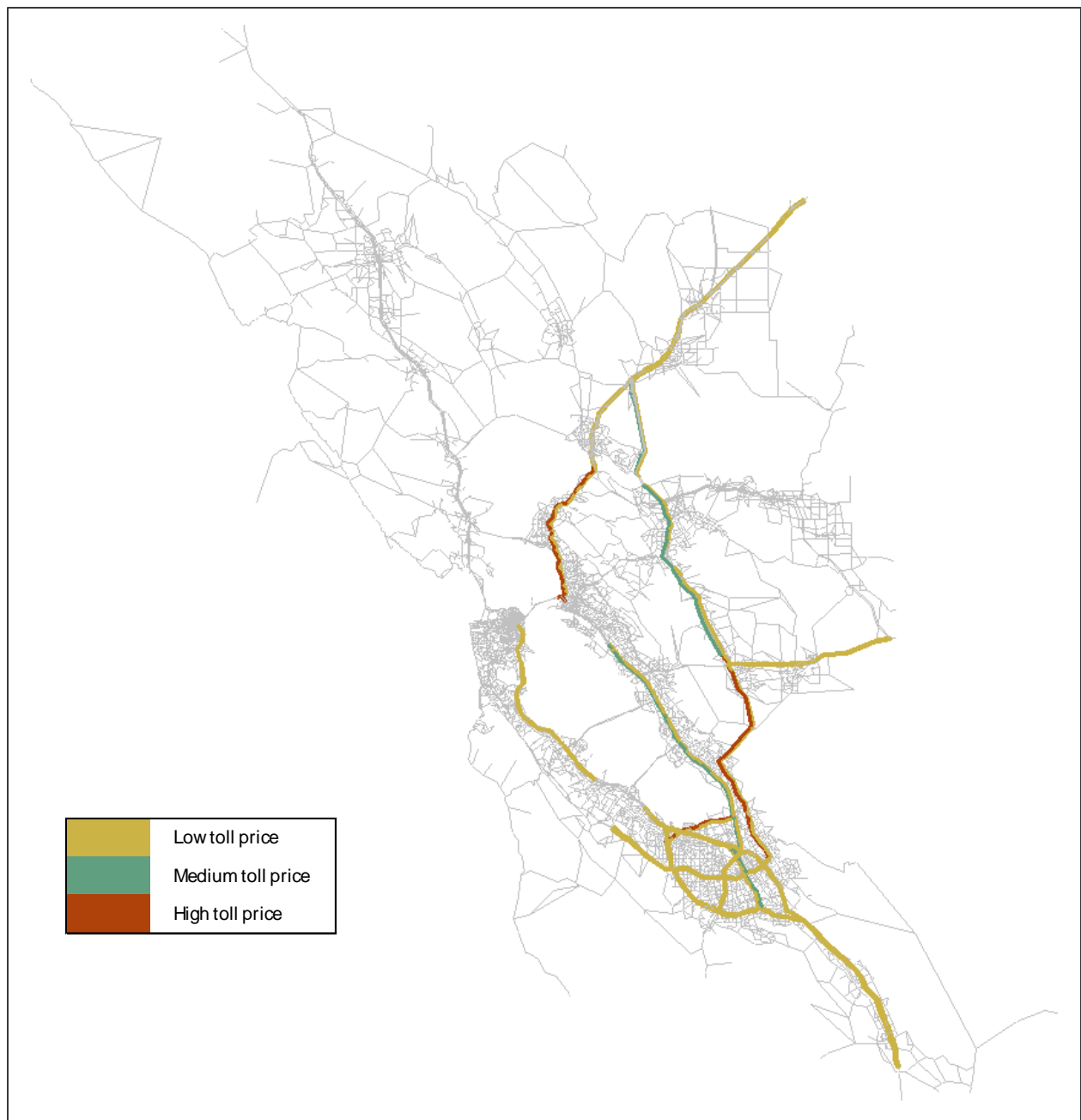


Figure 10: Morning Commute Express Lane Prices for Main Streets Alternative



Figure 11: Morning Commute Express Lane Prices for Big Cities and EEJ Alternatives

Transit Fares

The forecast year transit networks pivot off a year 2015 baseline network, i.e. the alternatives begin with 2015 conditions and add/remove service to represent the various alternatives. The transit fares in 2015 are assumed to remain constant (in real terms) in all of the forecast years. We are therefore explicitly assuming that transit fares will keep pace with inflation and that transit fares will be as expensive in the forecast year as they are today, relative to parking prices, bridge tolls, etc. As a simplification, we assume travelers pay the cash fare to ride each transit service. Table 5 includes fare prices in year 2015 expressed in both year 2000 and year 2015 dollars (i.e., the table does not include information about the cost of taking transit in the year 2000).

Table 5: Year 2015 Common Transit Fares

<i>Operator</i>	<i>Base fare</i>	
	<i>\$2000</i>	<i>\$2015</i>
San Francisco Municipal Transportation Agency (Muni)	\$1.57	\$2.25
Alameda/Contra Costa Transit (AC Transit) – Local buses	\$1.47	\$2.10
Santa Clara Valley Transportation Authority (VTA) – Local buses	\$1.40	\$2.00
Santa Clara Valley Transportation Authority (VTA) – Express buses	\$2.80	\$4.00
San Mateo County Transit (SamTrans) – Local buses	\$1.40	\$2.00
Golden Gate Transit – Marin County to San Francisco Service	\$3.67	\$5.25
County Connection (CCCTA)	\$1.40	\$2.00
Tri-Delta Transit	\$1.40	\$2.00
Livermore Amador Valley Transit Authority (Wheels, LAVTA)	\$1.40	\$2.00

Note: this is a sample, rather than an exhaustive list, of Bay Area transit providers and fares.

Parking Prices

The travel model segments space into travel analysis zones (TAZs). Simulated travelers move between TAZs and, in so doing, burden the transportation network. Parking costs are applied at the TAZ-level: travelers going to zone X in an automobile must pay the parking cost assumed for zone X.

The travel model uses hourly parking rates for daily/long-term (those going to work or school) and hourly/short-term parkers. The long-term hourly rate for daily parkers represents the advertised monthly parking rate, averaged for all lots in a given TAZ, scaled by 22 days per month, then scaled by 8

hours per day; the short-term hourly rate is the advertised hourly rate – generally higher than the rate daily parkers pay – averaged for all lots in a given TAZ. Priced parking in the Bay Area generally occurs in greater downtown San Francisco, downtown Oakland, Berkeley, downtown San Jose, and Palo Alto.

When forecasting, we assume that parking prices change over time per a simple model: parking cost increases linearly with employment density. Across the scenarios, therefore, the parking charges vary with employment density.

Perceived Automobile Operating Cost and Gas Tax

When deciding between traveling in a private automobile or on a transit vehicle (or by walking, bicycling, etc.), MTC assumes travelers consider the cost of operating and maintaining, but not owning and insuring, their automobiles. The following three inputs are used to determine the perceived automobile operating cost: average fuel price, average fleet-wide fuel economy, and non-fuel related operating and maintenance costs.

In an effort to improve consistency among regional planning efforts across the state, the Regional Targets Advisory Committee (formed per Senate Bill 375) recommended that California’s metropolitan planning organizations (MPOs) use consistent assumptions for fuel price and for the computation of automobile operating cost in long range planning. Using forecasts generated by the United States Department of Energy (DOE) in the summer of 2013 (and expressed in year 2010 dollars), the MPOs agreed¹³ to procedures to consistently estimate forecast year fuel and non-fuel-related prices. The average fleet-wide fuel economy implied by the EMFAC 2014 software is used to represent the average fleet-wide fuel economy. A summary of our assumptions are presented below in Table 6. Note that the prices in Table 6 are presented in year 2015 (i.e., current year) dollars, year 2010 dollars (the units used in the above referenced documentation), and year 2000 dollars (units of the travel model).

In all of the year 2040 scenarios save the No Project, a regional gas tax of 10 cents per gallon (\$2015 dollars) is assumed.

¹³ Please see the memorandum titled “Automobile Operating Cost for the Second Round of Sustainable Communities Strategies” dated October 13, 2014.

Table 6: Perceived Automobile Operating Cost Calculations

Measure	Analysis Year	
	2010	2040
Average fuel price (Year 2000 dollars per gallon)	\$2.51	\$4.21
Average fuel price (Year 2010 dollars per gallon)	\$3.17	\$5.26
Average fuel price (Year 2015 dollars per gallon)	\$3.61	\$6.06
EMFAC-implied fuel economy (miles per gallon)	20.10	42.36
Non-fuel-related operating cost (\$2000 per mile)	\$0.04	\$0.07
Non-fuel-related operating cost (\$2010 per mile)	\$0.05	\$0.09
Non-fuel-related operating cost (\$2015 per mile)	\$0.06	\$0.10
Perceived automobile operating cost (\$2000 per mile) †	\$0.17	\$0.17
Perceived automobile operating cost (\$2010 per mile) †	\$0.21	\$0.22
Perceived automobile operating cost (\$2015 per mile) †	\$0.24	\$0.24
† – Sum of the fuel-related operating cost (fuel price divided by fuel economy) and non-fuel-related operating cost.		

Cordon Tolls

The Proposed Plan, Big Cities and EEJ scenarios include a cordon toll in San Francisco. The scheme requires all vehicles to pay a \$6 (in 2015 dollars) fee to enter or leave the greater downtown San Francisco area during the evening commute period. The cordoned area is bounded by Laguna Street to the west, 18th Street to the south, and the San Francisco Bay to the north and east.

Other Key Assumptions

Technology currently allows large numbers of Bay Area residents to work at home. In the forecast years, MTC assumes the trend of workers working at home revealed in Census data from 1980 through 2014 will continue through 2040. Figure 12 presents the historical data, the trend, and the MTC forecasts. These telecommuting assumptions are the same across all year 2040 scenarios, including the No Project.

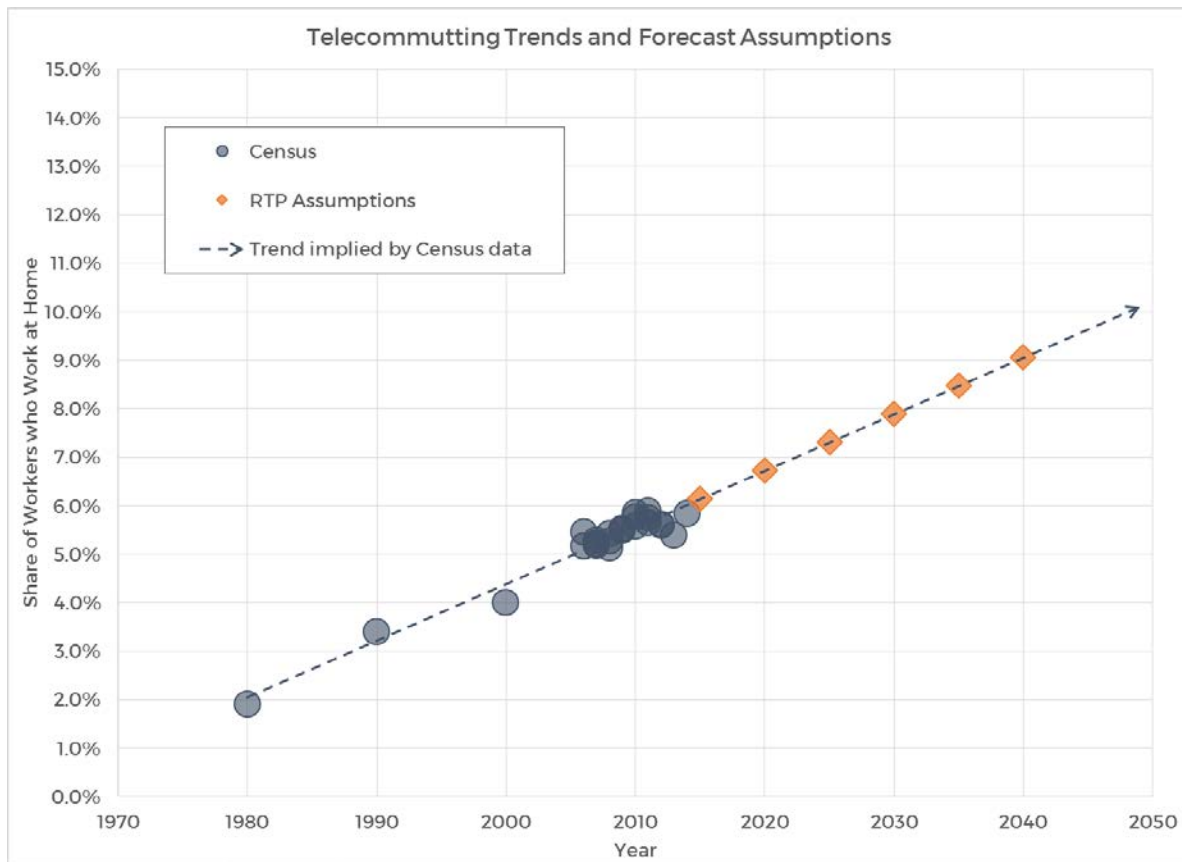


Figure 12: Work at Home Observations, Trends and Forecasts

Chapter 3: Key Results

Selected travel model results across a variety of dimensions are summarized and discussed here. The presented results are not exhaustive and are intended only to give the reader a general sense of the expected behavioral changes in response to differing input assumptions across scenarios.

Performance Targets and Equity Analysis

The purpose of this document is to describe the response of travelers to the projects and policies implemented in the scenarios described in the previous section. Information from the travel model is also used to help assess the performance of each of the scenarios per agency-adopted targets. This information is described in MTC's May 2016 Planning Committee memorandum¹⁴.

Information from the travel model also is used to analyze how different populations are impacted by the investments and policies included in each alternative. This information is described in MTC's May 2016 Planning Committee memorandum¹⁵.

¹⁴ Available here: <http://mtc.legistar.com/gateway.aspx?M=F&ID=a78d1547-7db3-4dd2-afdb-2d14fe3aec71.pdf>

¹⁵ Ibid.

Automobile Ownership

Figure 13 presents the automobile ownership rates across the four scenarios in the year 2040 simulations as well as year 2015. The differences across scenarios are not dramatic. A key finding is the general increase in zero automobile households in the Proposed Plan, Big Cities and EEJ scenarios.

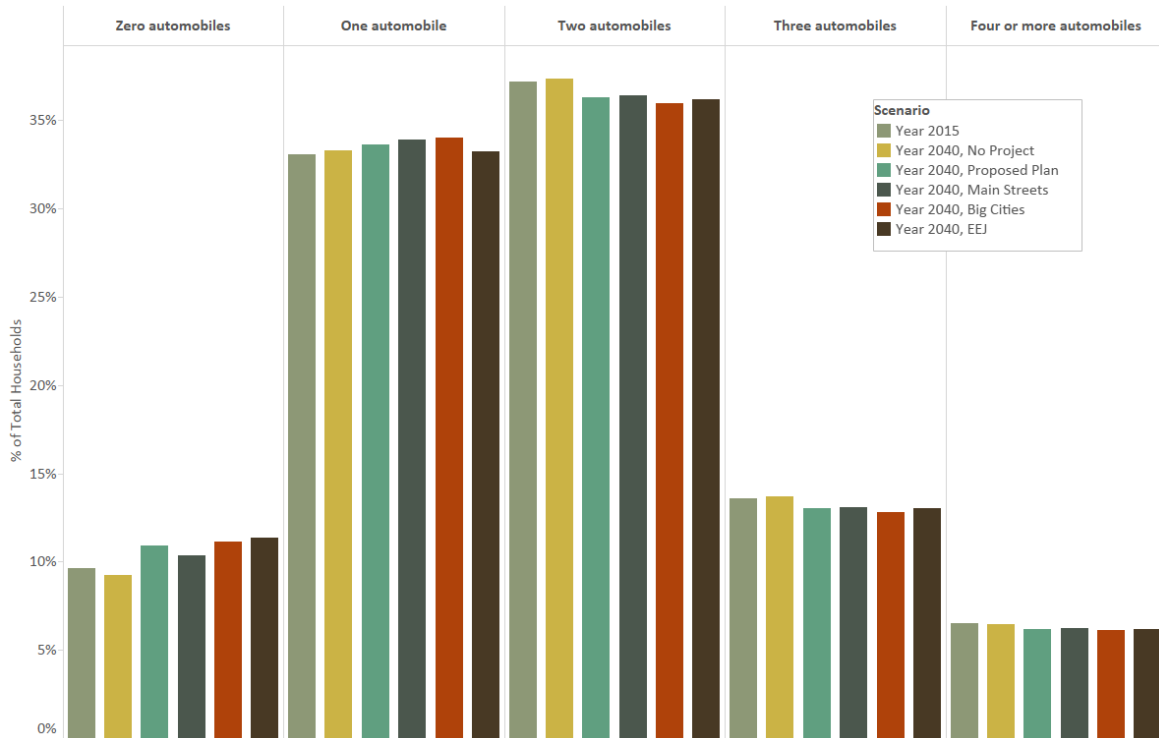


Figure 13: Year 2040 Automobile Ownership Results

Activity Location Decisions

Figure 14 and Figure 15 present the average trip distance by travel mode for all travel and for trips on work tours, respectively. The key finding here is that the Big Cities scenario brings activities slightly closer together, when compared to the 2015 baseline.

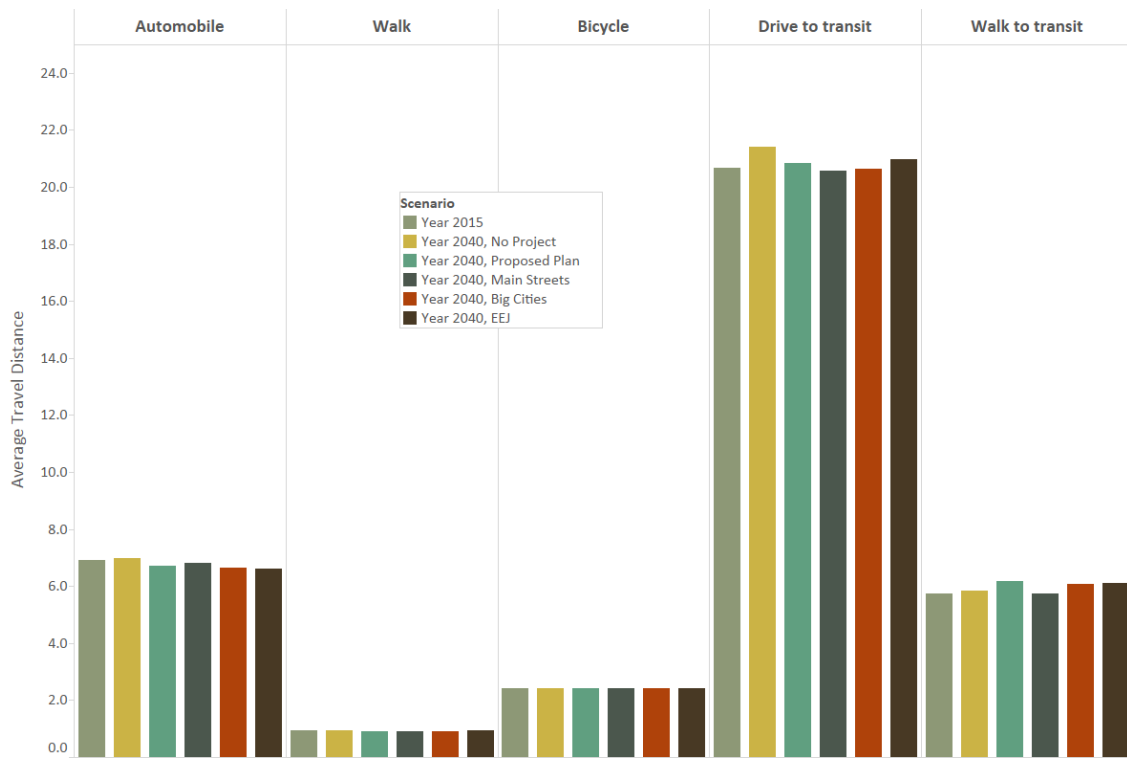


Figure 14: Year 2040 Average Trip Distance

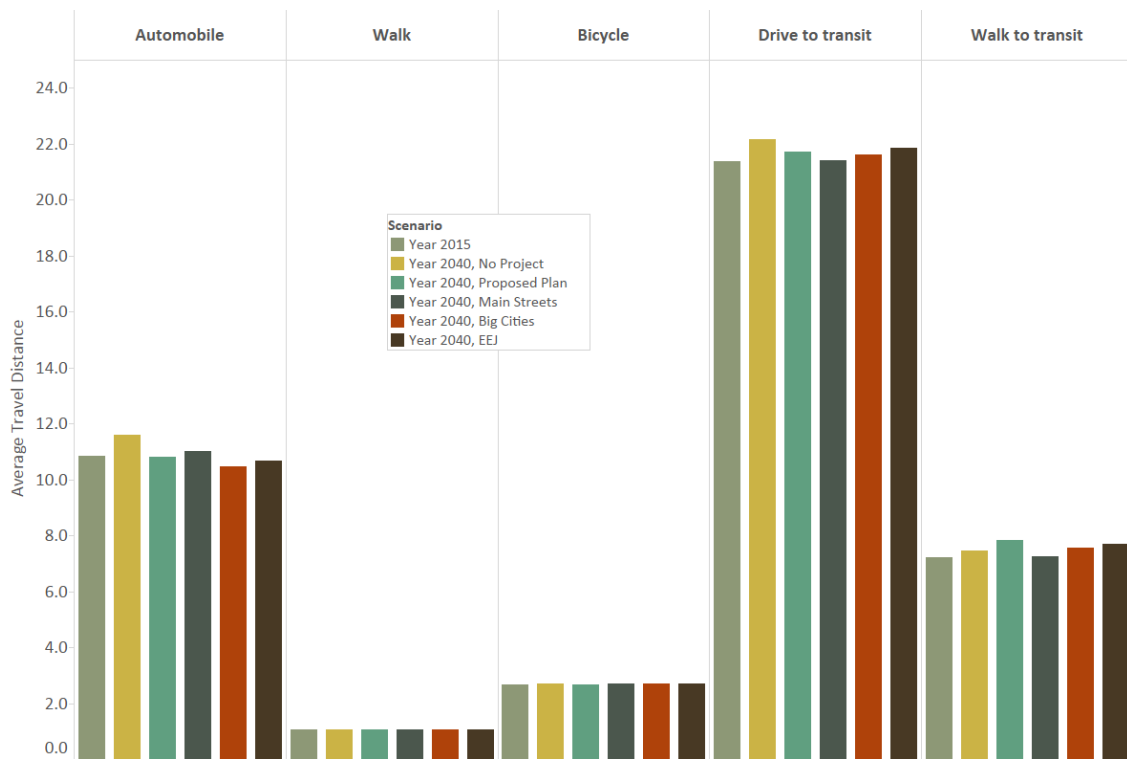


Figure 15: Year 2040 Average Trip Distance for Travel on Work Tours

Travel Mode Choice Decisions

The means by which a traveler gets from point A to point B is referred to as the travel mode. Within MTC's representation of travel behavior, five automobile-based modal options are considered, specifically:

- traveling alone in a private automobile and opting not to pay to use an express lane ("single occupant, no HOT"), an option only available to those in households who own at least one automobile;
- traveling alone in a private automobile and opting to pay to use an express lane ("single occupant, pay to use HOT"), an option only available to those who both own a car and whose journey would benefit from using the express lane facility (e.g., this option is not available to those driving through a residential neighborhood to drop a child at school);
- traveling with one passenger in a private automobile and opting not to pay to use an express lane ("two occupants, no HOT") (these travelers can use carpool lanes for which they are eligible), an option available to all households;
- traveling with one passenger in a private automobile and opting to pay to use an express lane ("two occupants, pay to use HOT"), an option available to all households provided they would benefit from using an express lane (if the express lane facility which benefits travelers allows two-occupant vehicles to travel for free, than these travelers are categorized as "two occupants, no HOT"); and,
- traveling with two or more passengers in a private automobile ("three-or-more occupants") – these travelers are allowed to travel for free on express lane facilities across all the scenarios (as well as carpool facilities).

The travel model explicitly considers numerous non-automobile options which are collapsed in these summaries into the following four options: transit, getting to and from by foot ("walk to transit"); transit, getting to or from in an automobile ("drive to transit"); walk; and, bicycle.

Figure 16 and Figure 17 present the share of trips made by various travel modes. Figure 16 shows shares of travel in automobiles by occupancy category as well as by willingness to pay to use an express lane. Overall, mode shares shift slightly towards transit in the four project scenarios compared with a slight shift towards auto travel in the No Project scenario. Figure 17 presents companion results for non-automobile travel modes, including public transit, walking, and bicycling. Here, we see a slight increase in walk-to-transit in the Big Cities and EEJ scenarios, which reflects the scenarios' increase in transit service and increasingly efficient land development patterns.

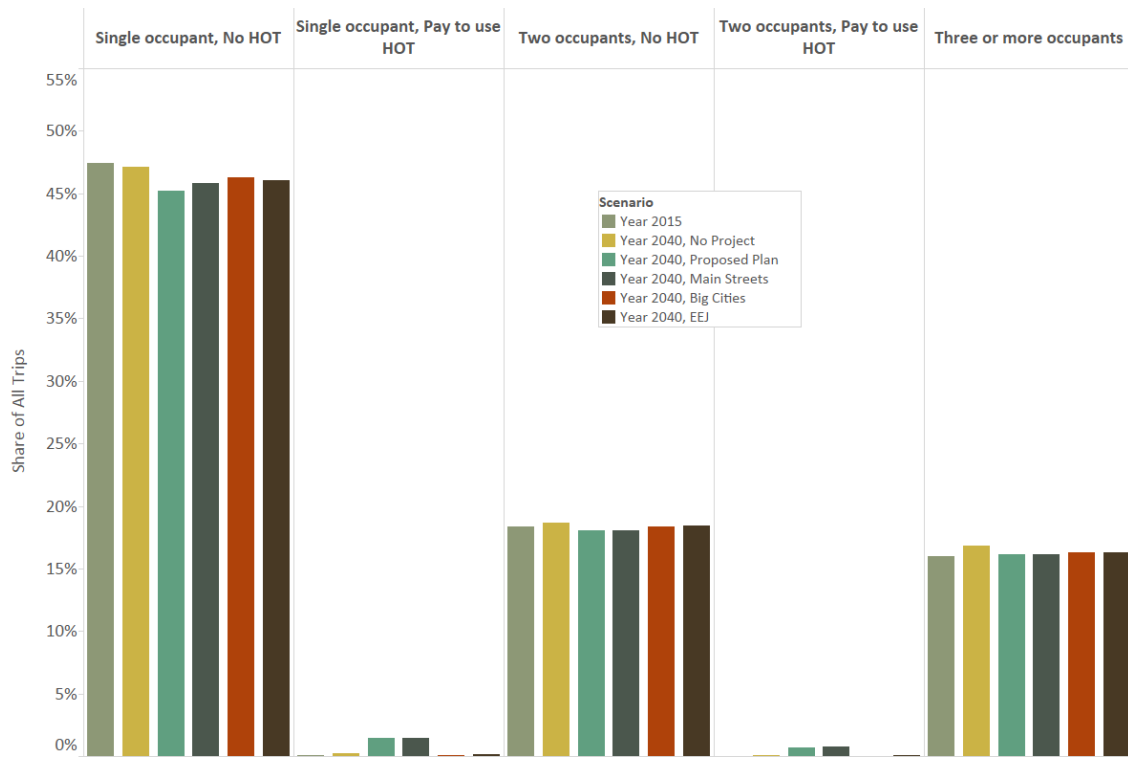


Figure 16: Year 2040 Automobile Mode Shares for All Travel

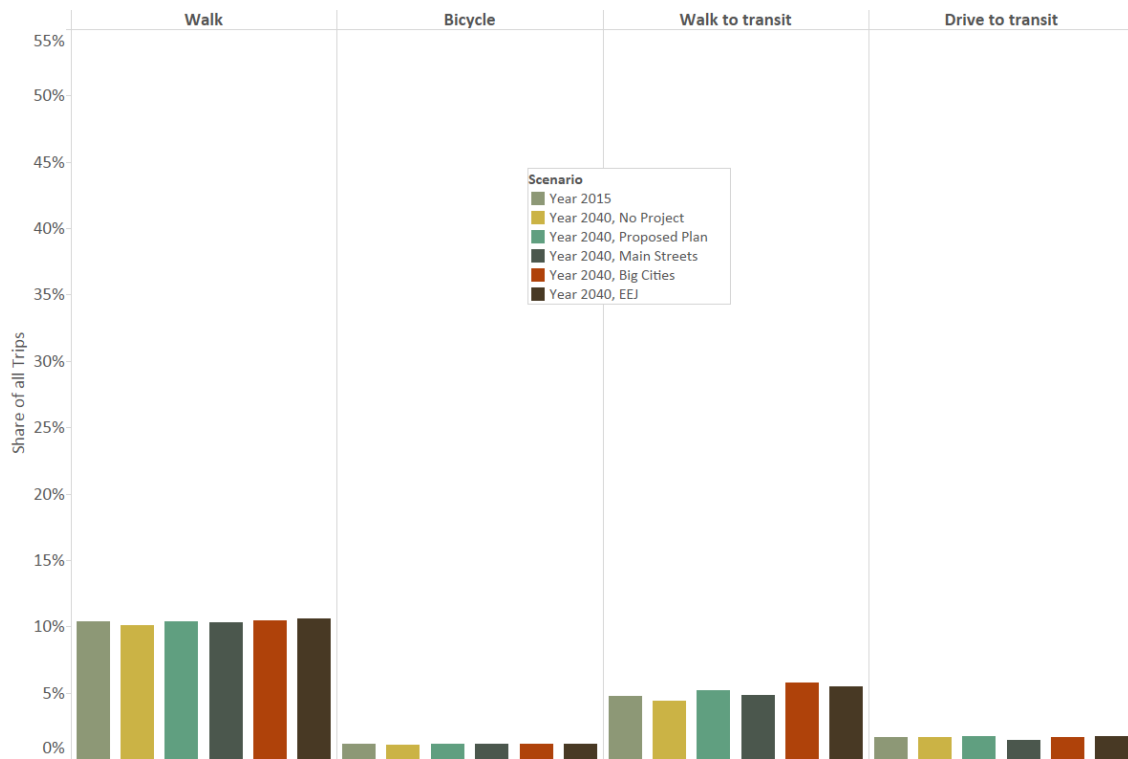


Figure 17: Year 2040 Non-Automobile Mode Shares for All Travel

Aggregate Transit Demand Estimates

Bay Area residents choosing to travel by transit are explicitly assigned to a specific transit route. As a means of organizing the modeling results, MTC groups transit lines into the following technology-specific categories:

- **Local bus:** standard, fixed-route bus service, of the kind a traveler may take to and from a neighborhood grocery store or to work, as well as so-called “bus rapid transit” service.
- **Express bus:** longer distance service typically provided in over-the-road coaches. Golden Gate Transit, for example, provides express bus service between Marin County and Downtown San Francisco.
- **Light rail:** represented in the Bay Area by San Francisco’s Muni Metro and streetcar services (F-Market and E-Caltrain), as well as Santa Clara Valley Transportation Authority’s light rail service.
- **Heavy rail:** another name for the Bay Area Rapid Transit (BART) service.
- **Commuter rail:** longer distance rail service typically operating in dedicated right-of-way, including Caltrain, Sonoma-Marín Area Rail Transit (SMART), Amtrak’s Capitol Corridor, and Altamont Commuter Express.

Figure 18 presents the estimates of transit boardings by these categories on the typical weekday simulated by the travel model. Ridership increases from about 2.3 million daily boardings in 2015 to over 3 million daily boardings in all project scenarios, and over 3.4 million boardings in the 2040 Big Cities scenario.

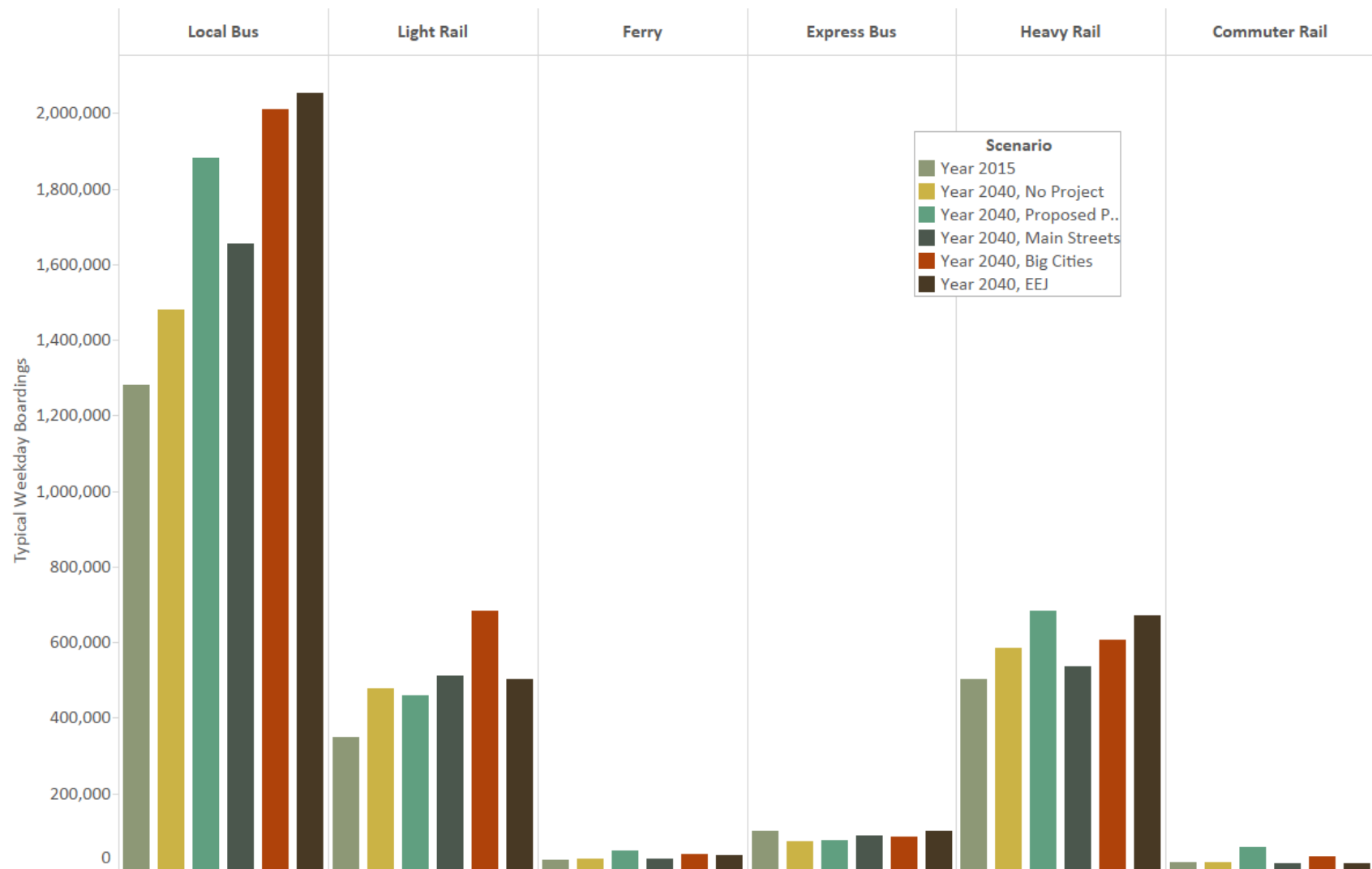


Figure 18: Year 2040 Typical Weekday Transit Boardings by Technology

Roadway Utilization and Congestion Estimates

Trips made by automobile are first aggregated into matrices identifying each trip's origin and destination, and then "assigned" to a representation of the Bay Area's roadway network. The assignment process iteratively determines the shortest path between each origin-destination pair, shifting some number of trips to each iteration's shortest path, until the network reaches a certain level of equilibrium – defined as a state in which travelers cannot change to a lower "cost" route (where cost includes monetary and non-monetary (time) expenditures). Several measures of interest are generated by the assignment process, including vehicle miles traveled, delay, and average travel speed.

Please note that MTC maintains three separate estimates of the quantity of vehicle miles traveled (VMT), as follows:

- (1) the quantity assigned directly to the highway network;
- (2) the quantity (1) plus so-called "intra-zonal" VMT (i.e., travel that occurs at a geographic scale finer than the travel model's network representation), which is computed off-line; and,
- (3) the quantity (2) adjusted to match the VMT the California Air Resources Board (CARB) believes takes place in the Bay Area (a number slightly higher than MTC's estimate).

In this document, the VMT identified as (1) in the above list is presented.

Figure 19 first segments VMT into five time periods and then scales the VMT by the number of hours in each time period. The result is the intensity of VMT by time of day as well as the increase in VMT from 2015 to 2040. Overall, VMT varies only slightly across the year 2040 alternatives, with the Big Cities and EEJ scenarios having the lowest VMT.

Figure 20 presents the average freeway speed across scenarios. Looking at the speeds during the morning and evening commute periods, we see a reduction in speed (or, said another way, an increase in congestion) from the year 2015 scenario to the year 2040 No Project scenario. Each of the alternatives improves freeway speeds.

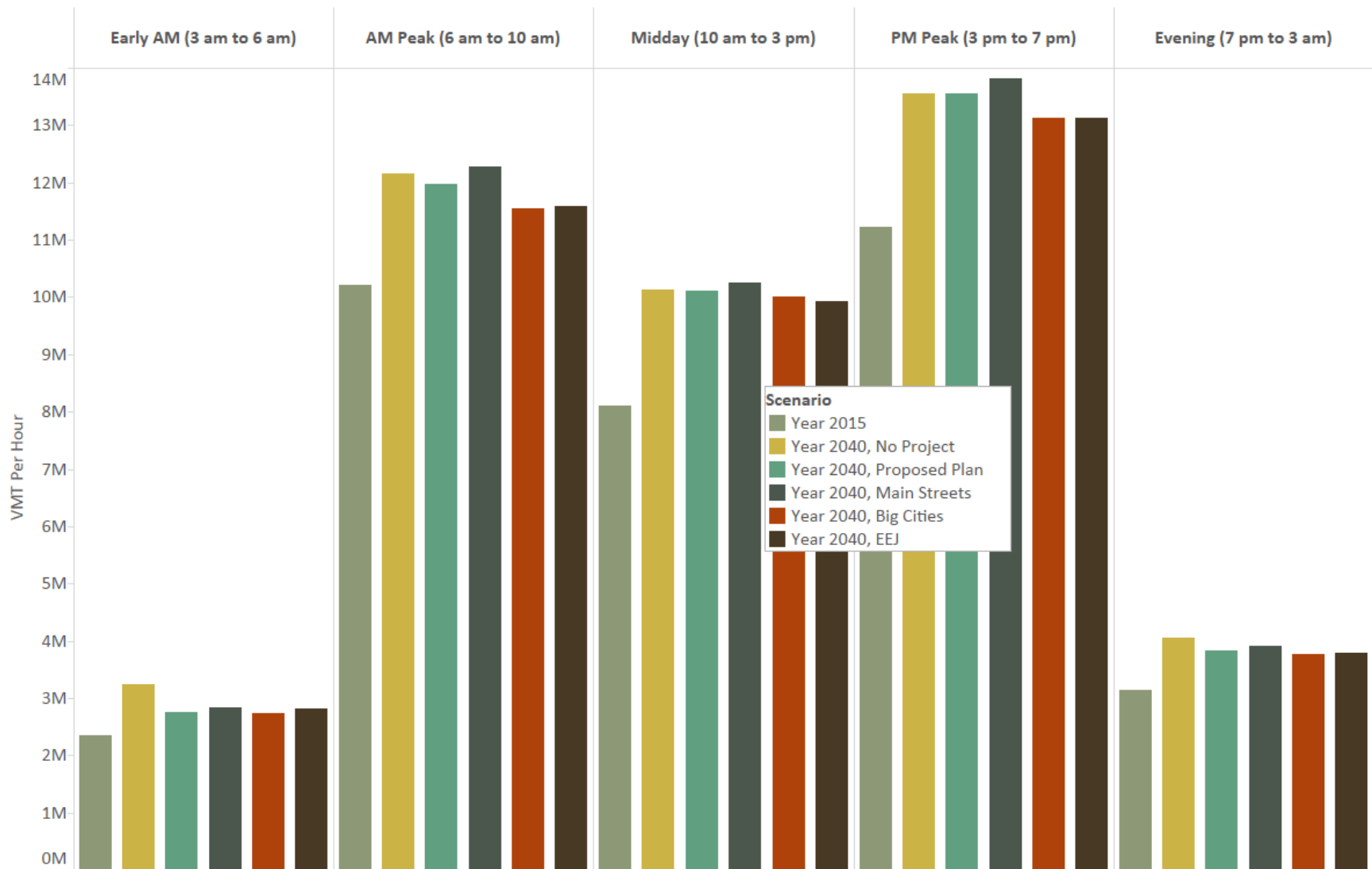


Figure 19: Year 2040 Vehicle Miles Traveled per Hour by Time Period

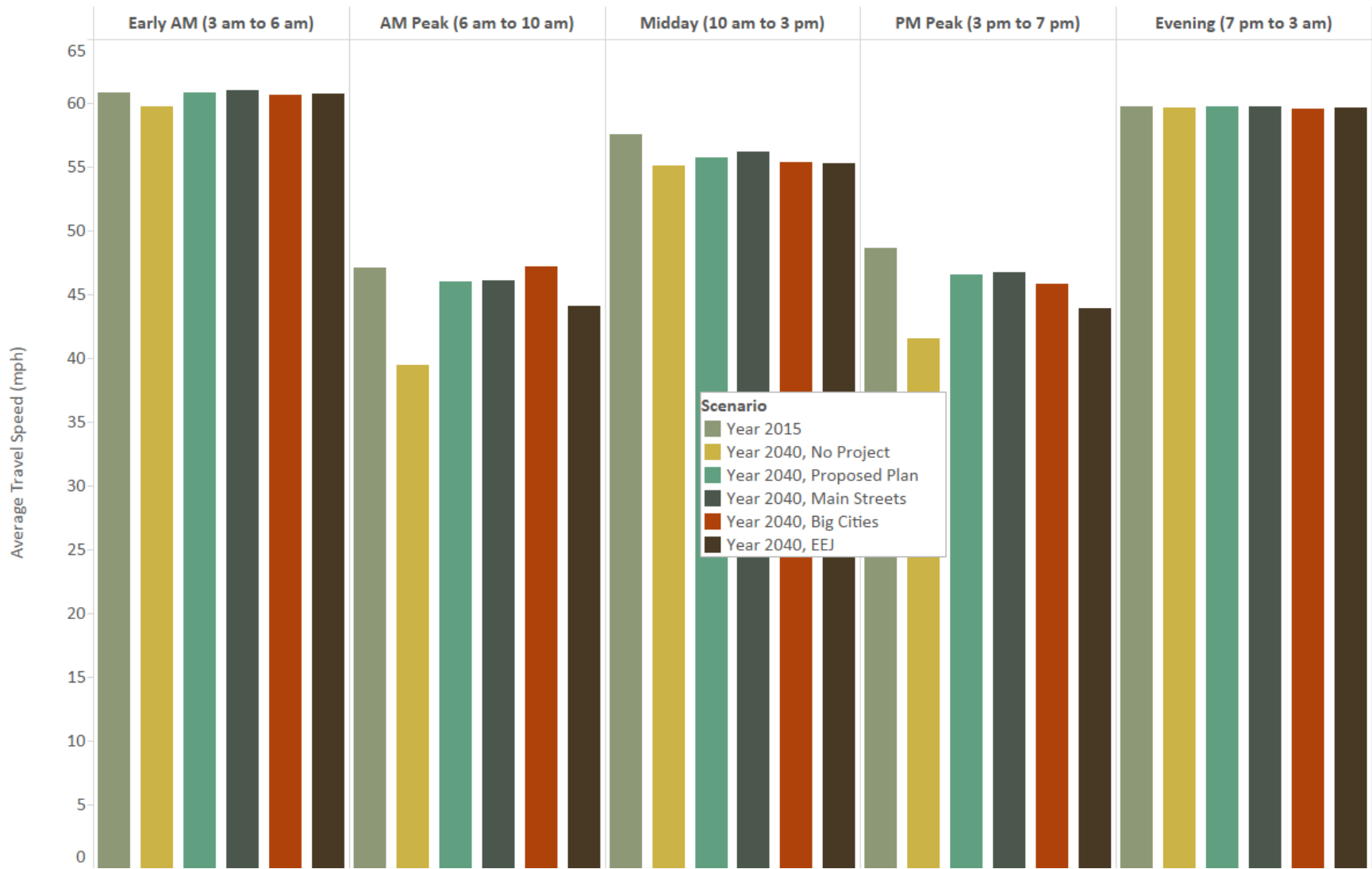


Figure 20: Year 2040 Average Vehicle Speeds on Freeways

Appendix A: Off-Model Emission Reduction Estimates

Off-Model Emission Reduction Estimates

MTC, with consultant assistance, prepared off-model analyses of various strategies, referred to as climate initiatives, anticipated to produce measurable per-capita greenhouse gas (GHG) emission reductions. Investments are made in programs that will accelerate the adoption of clean vehicle technologies and promote the use of sustainable travel modes.

The 2013 Plan Bay Area included an analysis of a variety of off-model strategies. In 2015, MTC reassessed the current strategies and explored new ones for inclusion in the update to Plan, Plan Bay Area 2040. This assessment took into account findings from the implemented strategies and review of new and emerging strategies not included in Plan Bay Area.

Based on the ICF assessment, MTC plans to include many of the climate strategies that were included in Plan Bay Area, namely:

- Commuter Benefits Ordinance;
- Car Sharing;
- Vanpools and Employer Shuttles;
- Regional Electric Vehicle Charger Network;
- Vehicle Buyback and PEV Incentive;
- Clean Vehicles Feebate Program; and
- Smart Driving.

Strategies not currently captured by MTC's travel model were added to the Plan update:

- Targeted Transportation Alternatives;
- Trip Caps;
- Bike Share; and
- Bicycle Infrastructure.

Each Climate Policy Initiative is summarized in the following pages, including a description of the project objective, contextual background, assumptions and methodology, analytic steps and results.

Emission Rates

To calculate the carbon dioxide (CO₂) emissions reductions from the Climate Policy Initiatives, the California Emissions Model (EMFAC) trip end emission rates and exhaust per mile emission rates for light and medium duty vehicles were used. The regional average rates for annual CO₂ emissions from light and medium duty vehicles are applied to the calculated trip reductions and VMT reductions, which are summarized in the individual policy descriptions below.

In order to compare results with SB 375's regional GHG emissions targets derived using EMFAC2007, EMFAC2014 GHG emissions outputs have been converted to EMFAC2007 equivalents by applying an adjustment methodology in accordance with ARB staff's guidance and consultation for the off-model analysis in order to derive the CO₂ emission factors used in the 2020 and 2035 CO₂ reduction estimates. Unadjusted EMFAC2014 outputs were used to create emission factors for 2040 CO₂ reduction

estimates. Table 1 summarizes the CO₂ emission factors used for passenger vehicles. Except where otherwise noted, we use these factors throughout our analysis.

Table 1: CO₂ emission factors

	2020 (based on EMFAC2007 equivalents)	2035 (based on EMFAC2007 equivalents)	2040 (based on EMFAC2014 outputs)
CO ₂ Exhaust Emission Rate (grams per mile)	386.45	389.19	386.75
CO ₂ Trip End Emission Rate (grams per trip)	80.75	79.09	85.80

Commuter Benefits Ordinance

In fall 2012, Senate Bill (SB) 1339 authorized the Bay Area Air Quality Management District (Air District) and MTC to adopt and implement a regional commuter benefits ordinance in the San Francisco Bay Area on a pilot basis through December 31, 2016. The goal of the pilot was to promote the use of transit and other sustainable commute modes in order to reduce single-occupant vehicle commute trips, traffic congestion, GHG and other pollutants. After completion of the pilot, MTC and the Air District achieved bi-partisan support in the State Legislature, and SB 1128 was signed by Governor Brown on September 22, 2016. SB 1128 extends the provisions of the Commuter Benefits Ordinance (CBO), establishing the pilot program permanently. MTC and the Air District continue to jointly administer the program and implement the law.

The CBO requires employers with 50 or more full-time employees in the Bay Area to offer their employees incentives to commute to work by modes other than driving alone. Employers can choose to offer one of the following options in order to make sustainable commute modes more attractive to their employees:

- Pre-Tax Benefit - allows employees to exclude their transit or vanpooling expenses from taxable income (IRS Code Section 132 (f));
- Employer-Provided Subsidy - provides a subsidy to reduce or cover employees' monthly transit or vanpool costs;
- Employer-Provided Transit - provides a free or low-cost transit service for employees, such as a bus, shuttle or vanpool service; or
- Alternative Commuter Benefit - provides an alternative commuter benefit that is as effective in reducing single-occupancy commute trips as Options 1, 2 or 3.

Off-model analysis is necessary to capture CO₂ reductions from the CBO because MTC's last household travel survey, which informs its model, was conducted in 2010, and does not capture the impacts of new strategies that change travel behavior such as this one. The CBO might be captured by a future model once it has been implemented to the extent that the options offered through the ordinance influence people's behavior in a way that can be captured by the travel surveys, and once the model framework has been altered to include inputs that are reflective of the CBO.

Assumptions and methodology

In Plan Bay Area, CO₂ reductions due to the CBO were projected based on research and evidence from similar efforts, particularly San Francisco's CBO, which has been in effect in since 2009. In 2015, MTC completed an evaluation of the CBO based on a random sample survey of over 1,400 Bay Area employees.¹ In the update to the Plan, Plan Bay Area 2040, the same methodology is applied to estimate CO₂ reductions as in the previous Plan, but the assumptions are based on MTC's evaluation.

CBOs encourage employees to shift from driving alone to taking transit, carpooling, bicycling or walking by offering incentives to cover the costs of using these modes or by providing shuttle/vanpool service. In order to quantify the benefits, the number of employees covered by the CBO and the corresponding VMT reduction are estimated.

Additionally, the number of employees at businesses that begin to offer benefits due to the CBO are estimated for each of the 34 superdistricts in MTC's travel model. The total number of employees in each superdistrict for each scenario-year was also collected and compared to the current Dun and Bradstreet size of business data to identify the percentage of employees in each superdistrict that work at businesses with 50 or more employees subject to the CBO. Region-wide, slightly over 50 percent of employees work at establishments with 50 or more employees, though the percentages range from 31% to 68 percent for individual superdistricts. Since some employers already offer the types of benefits described in the legislation, the methodology estimated the percentage of employees who do not already receive the benefits, which includes all new employees (i.e., employees added between 2015 and the scenario year) and a percentage of current (2015) employees. In 2009, the City and County of San Francisco enacted a CBO and found that 46 percent of employers already offered one of the required benefits prior to implementation of the city's ordinance.² Accordingly, 54 percent of current employees in the Bay Area are assumed to be receiving new benefits as a result of the CBO. This is a conservative estimate when applied to areas outside of San Francisco which is well-served by transit and other options to driving alone, and has many progressive employers who are more likely to offer their workers benefits to take advantage of these options independent of a CBO. The results were summed across all superdistricts within each of the nine Bay Area counties to estimate the total number of employees that receive benefits due to the CBO at the county level.

From MTC's evaluation of the CBO, which included a survey of employees, the county-level estimates of the percentage of employees who are aware that their employer offers a CBO program and the percentage of employees who reduce at least one SOV trip due to the CBO were determined. The methodology assumes that as time passes, all employers will comply with the CBO and all employees will be aware of the benefits available to them. These findings were applied to the average regional reduction in vehicle trips and VMT for employees who respond to the CBO to estimate VMT reductions. Table 2 summarizes the evaluation results used in the analysis.

¹ Bay Area Air Quality Management District, Metropolitan Transportation Commission. Bay Area Commuter Benefits Program, Report to the California Legislature. February 2016.
<http://www.baagmd.gov/~media/files/planning-and-research/commuter-benefits-program/reports/commuter-benefits-report.pdf>

² Data supplied by the San Francisco Department of Environment.

Table 2: Summary of CBO evaluation findings³

County	% of eligible employees who reduce SOV trips due to CBO	% of eligible employees who are aware of CBO benefits	% of eligible employees who reduce SOV trips due to CBO (adjusted)	Average yearly trip reductions for employees who reduce SOV trips	Average yearly VMT reductions for employees who reduce SOV trips
Alameda	4.5%	51.5%	8.7%	36.0	697.5
Contra Costa	7.6%	43.8%	17.4%	36.0	697.5
Marin	7.0%	32.0%	21.9%	36.0	697.5
Napa	8.8%	42.4%	20.8%	36.0	697.5
San Francisco	7.1%	75.0%	9.5%	36.0	697.5
San Mateo	8.8%	53.8%	16.4%	36.0	697.5
Santa Clara	6.4%	56.2%	11.4%	36.0	697.5
Solano	0.0%	28.0%	0.0%	36.0	697.5
Sonoma	0.0%	21.8%	0.0%	36.0	697.5

Analysis steps

To calculate CO₂ reductions due to the CBO, the methodology:

1. Identified the current and future number of employees for each MTC superdistrict.
2. Subtracted current from future employees to calculate the number of new employees for each MTC superdistrict.
3. Multiplied the number of current employees by the estimated percentage of employees who do not currently receive commuter benefits (54%) and added the result to the number of new employees to calculate the total number of employees who do not currently receive commuter benefits.
4. Multiplied the result by the percentage of employees in each superdistrict that are currently employed at businesses with over 50 employees to estimate the total number of employees who are newly eligible for CBO benefits in each superdistrict.
5. Summed results across all superdistricts within each county.
6. Multiplied the result by the adjusted percentage of eligible employees in each county who reduce drive-alone trips due to the CBO (see Table 2) and summed results across all counties to estimate the total number of employees who change behavior due to the CBO.
7. Multiplied the result by the average annual reduction in vehicle trips and VMT per affected employee (see Table 2) to estimate total annual reduction in vehicle trips and VMT.
8. Summed the product of trip-end emission rates and daily vehicle trip reductions and the product of exhaust emission rates and daily VMT reductions to calculate total CO₂ emission reductions.

Results

Table 3 and Table 4 summarize the CO₂ reductions due to the CBO.

Table 3: Daily CO₂ emissions reductions due to CBO (short tons)

EIR Alternative	2020	2035	2040
Proposed Plan	296	328	340

³ MTC Climate Initiatives Program Evaluation: Commuter Benefits Ordinance, Prepared for MTC by True North Consulting, 2015. A summary of findings is available at http://mtccms01.prod.acquia-sites.com/sites/default/files/CIP%20Evaluation%20Summary%20Report_7-13-15_FINAL.pdf.

Main Streets	297	329	343
Big Cities	297	327	339
EEJ	297	327	340

Table 4: Per capita CO₂ emissions reductions from 2005 baseline due to CBO (percent)

EIR Alternative	2020	2035	2040
Proposed Plan	-0.36%	-0.35%	-0.34%
Main Streets	-0.36%	-0.35%	-0.35%
Big Cities	-0.36%	-0.35%	-0.34%
EEJ	-0.36%	-0.35%	-0.34%

Car Sharing

Car sharing allows individuals to rent vehicles by the minute or by the hour, thus giving them access to an automobile without the costs and responsibilities of individual ownership. Car sharing is growing rapidly in the Bay Area through traditional for-profit/non-profit services (City CarShare/Carma, Zipcar, UHaul Car Share, Enterprise CarShare), peer-to-peer car sharing (Getaround, RelayRides) and one-way car share services (Scoot, some preliminary offerings from Zipcar).

Traditional car sharing businesses operate on a membership basis. Users pay an annual fee in addition to hourly and sometimes per-mile rates. Gas, maintenance, parking, insurance and 24-hour access are included in the membership and usage rates. The pricing scheme is set up to encourage the use of the vehicles for errands, airport pickups and other short trips. For trips longer than one day, it is usually less expensive to rent a vehicle through a car rental agency. Traditional car sharing models are most effective for households in neighborhoods that are served by high-quality transit where vehicles are only infrequently needed. After joining a car sharing program, households in these neighborhoods can sometimes shed one or more vehicles due to the variety of modes accessible to them and the occasional use of a car sharing vehicle. In less dense neighborhoods, car sharing may allow a two- or three-car family to shed one car by making a vehicle accessible for the rare instances that multiple vehicles are needed at the same time. Car sharing can also help to enable and expand the trend of younger generations putting off obtaining licenses at age 16 and purchasing vehicles. In general, car sharing members are required to have a clean driving record and be over the age of 18 in order to join. Businesses can also sign up for business memberships to avoid maintaining or reduce the size of a company fleet of vehicles.

Peer-to-peer car sharing (also known as P2P) allows an individual to rent out his/her private vehicle when not in use. Participation in this car sharing model generates income for the owner and provides a wide range of vehicle types and prices to the renter. Peer-to-peer is similar to the traditional car sharing model insofar as vehicles need to be returned to the starting location, but differ in that they are more likely to succeed than traditional car sharing in less dense, suburban neighborhoods.⁴ This is because the service is providing additional income to the vehicle owner, and the usage does not need to be high

⁴ Hampshire, R. and C. Gaites, Peer-to-peer Carsharing: Market Analysis and Potential Growth, *Transportation Research Record* 2217, 2011.

enough to completely offset the vehicle ownership costs. One peer-to-peer company, Getaround, was launched in 2011 and has built a rapidly growing network of vehicles, including in the Bay Area cities of San Francisco, Berkeley and Oakland.

One-way car sharing allows a driver to pick up a vehicle in one location and drop it off at another—in some cases a dedicated pod; in others, wherever is convenient within a set geographic area. This model could allow an individual who takes transit to work to then pick up a vehicle and run errands on her way home. This model also allows vehicles to turn over more frequently since users can drive to an event, park the car, let someone else rent it and then pick up a different vehicle nearby for their return trip, which can lead to higher utilization of vehicles. Some of the more widespread one-way car sharing services include Car2Go, operated by Mercedes-Benz, and ZipCar's one-way service, both of which currently operate in seven cities. Scoot, a one-way scooter sharing system, currently operates in San Francisco.

Car sharing has positioned itself to cause a major shift in the market, but it is not captured in MTC's travel model, and accordingly is accounted for off-model. Car sharing reduces emissions in two primary ways: by lowering the average VMT of members and by allowing trips to be taken with more fuel-efficient vehicles than would have been used without car sharing. While shared transportation modes are becoming ever more popular and car sharing may continue to increase absent any intervention by MTC, MTC will be helping to accelerate expansion through this program. MTC could offer grants to fund a variety of efforts to encourage car sharing, potentially including opening new traditional car sharing offices or pods in underserved communities, developing parking codes that remove barriers to one-way car sharing and marketing and outreach programs.

Assumptions and methodology

CO₂ reductions due to car sharing are based on the number of Bay Area residents who are in the age groups likely to adopt car sharing and who live in communities that are compact enough to promote shared use. Research shows that adults between the ages of 20 and 64 are most likely to adopt car sharing, and estimates that between 10 percent⁵ and 13 percent⁶ of the eligible population in more compact areas when car sharing is available. With the introduction of one-way and peer-to-peer car sharing, as well as the implementation of regional strategies to support car sharing, adoption rates are assumed to reach 14 percent of the eligible population in dense urban areas (i.e., areas with at least ten people per residential acre) by 2035, while three percent of the eligible population could adopt car sharing by 2035 in suburban areas. Table 5 below summarizes the assumptions with respect to adoption rates.

⁵ Zipcar. <http://www.zipcar.com/is-it#greenbenefits>. Accessed March 20, 2017.

⁶ Zhou, B., Kockelman, K, and Gao, R. "Opportunities for and Impacts of Carsharing: A Survey of the Austin, Texas Market", TRB, 2009.

Table 5: Car sharing adoption rates

Scenario year	Adoption rates in urban areas (>10 people/res acre)	Adoption rates in suburban areas (<10 people/res acre)
2020	12%	0%
2035	14%	3%
2040	14%	3%

Research by Robert Cervero⁷ indicates that on average traditional car share members drive seven fewer miles per day than non-members. This is mostly due to the members who shed a vehicle after joining car sharing. Their daily VMT drops substantially and outweighs the increase in VMT from car share members that previously did not have access to a vehicle. In addition to this reduction in VMT, when members drive in car share vehicles, their per-mile emissions are lower because car share vehicles are more fuel efficient than the average vehicle. Research by Martin and Shaheen⁸ shows that the car share fleet uses 29 percent less fuel per mile than the passenger vehicle fleet in general, a difference assumed to persist through 2040. The same paper also shows that on average, members of traditional car sharing programs drive an average of 1,200 miles in car sharing vehicles per year. Also assumed is annual car share mileage will remain constant over time.

Although there are currently no one-way car sharing programs in the Bay Area, it is expected that this model will emerge over the coming years. Recent research suggest that while one-way car sharing still reduces CO₂ emissions, but not as much as traditional car sharing. For this analysis, it is assumed that one-way car sharing is not yet widespread in the Bay Area in 2020. However, by 2035, it is assumed that 20 percent of Bay Area car sharing members will be participating in a one-way car sharing program rather than a traditional program, and by 2040 this figure will increase to 25 percent. Table 6 summarizes these assumptions.

Table 6: One-way car sharing participation rates

	2020	2035	2040
Percent of car share members that participate in one-way car sharing (rather than traditional programs)	0%	20%	25%

New research by Martin and Shaheen⁹ indicates that on average one-way car share members drive 1.07 fewer miles per day than non-members. Additionally, the one-way car sharing fleet uses 45 percent less fuel per mile, a difference assumed to persist through 2040. The same paper also shows that on average, members of traditional car sharing programs drive an average of 104 miles in car sharing vehicles per year. This mileage is also assumed to remain constant over time.

⁷ Cervero, Golub, and Nee, "City CarShare: Longer-Term Travel-Demand and Car Ownership Impacts", July 2006, TRB 2007 Annual Meeting paper.

⁸ Martin, Elliot, and Susan Shaheen, "Greenhouse Gas Emission Impacts of Carsharing in North America," 2010, Mineta Transportation Institute. MTI Report 09-11.

⁹ Martin, Elliot, and Susan Shaheen, "Impacts of Car2Go on Vehicle Ownership, Modal Shift, Vehicle Miles Traveled, and Greenhouse Gas Emissions", July 2016, Working Paper.

Analysis steps

To calculate the CO₂ emission reductions due to car sharing, the methodology:

1. Calculated the residential density of every TAZ (transportation analysis zone) during the scenario year by dividing the total population by the residential acres.
2. Summed the total car sharing eligible population (between the ages of 20 and 64) for urban areas (TAZs with a population density greater than 10 residents per residential acre) and for suburban areas (TAZs with a population density greater than 10 residents per residential acre).
3. Calculated total future car share membership population by multiplying the factors in Table 5 by the total car sharing eligible population in urban and suburban areas, respectively.
4. Applied the percentages in Table 6 above to determine the number of members in both traditional and one-way car sharing services.
5. Calculated the daily VMT reduction by multiplying the miles shed per day per member (7 miles in traditional car sharing programs, and 1.07 miles in one-way car sharing programs) to the number of members of each service type and summed the result across both service types.
6. Multiplied daily VMT reductions by exhaust emission rates to calculate CO₂ emission reductions due to car share members driving less.
7. Calculated the total annual miles driven in car share vehicles in the Bay Area by multiplying the car sharing member estimates for traditional and one-way car sharing by 1,200 annual miles, and 104 annual miles respectively. This was divided by the assumed number of travel days/year (250) to determine daily VMT for vehicles in each car share service type.
8. Multiplied daily VMT for vehicles in each car share service type by the vehicle efficiency gains for each service type (29% for traditional services and 45% for one-way services) and by exhaust emission rates to estimate CO₂ reductions due to car share members driving more efficient vehicles.
9. Summed CO₂ emission reductions due to car share members driving less (Step 6) and CO₂ reductions due to car share members driving more efficient vehicles (Step 8) to estimate total CO₂ reductions due to car sharing.

Results

Table 7 and Table 8 summarize the CO₂ reductions due to car sharing.

Table 7: Daily CO₂ emissions reductions due to car sharing (short tons)

EIR Alternative	2020	2035	2040
Proposed Plan	-1,713	-1,935	-1,900
Main Streets	-1,709	-1,936	-1,900
Big Cities	-1,694	-1,925	-1,895
EEJ	-1,713	-1,936	-1,901

Table 8: Per capita CO₂ emissions reductions from 2005 baseline due to car sharing (percent)

EIR Alternative	2020	2035	2040
Proposed Plan	-2.09%	-2.06%	-1.92%
Main Streets	-2.09%	-2.06%	-1.92%
Big Cities	-2.07%	-2.05%	-1.91%
EEJ	-2.09%	-2.06%	-1.92%

Vanpools and Employer Shuttles

Vanpool

MTC has coordinated a vanpool program since 1981 to encourage alternative commutes and reduce congestion and emissions. To date, MTC's 511 vanpool program recruitment has consisted of online passenger and driver matching, employer outreach, up to \$500 for startup fees, empty seat subsidies to encourage continued participation when a passenger is lost, free bridge tolls, and various other incentives. With these basic incentives there is an operational vanpool fleet in the Bay Area of over 515 vans. Since vanpools are not represented in MTC's travel model, the travel model cannot be used to assess the impacts of expanding the vanpool program, and therefore is captured off-model.

Employer shuttles

In addition to these traditional vanpools, there has been explosive growth in the number of employer-provided shuttles in the Bay Area. These shuttles are used as a recruiting tool and they allow for increased worker productivity due to the onboard wireless internet, thus turning commute time into productive time. Rough estimates indicate that the technology company shuttles that operate between San Francisco and Silicon Valley transport close to 17,500 people per workday.¹⁰ The Google shuttle alone carried over 9,000 employees to work on peak days in 2015.¹¹ Google's shuttle system began as a vanpool in 2006 and rapidly grew into the current system. Prior to the SB 375 CO₂ emissions baseline year (2005) there were very few employer provided shuttles in the region. For purposes of this analysis there are assumed to have been no shuttles prior to 2005.

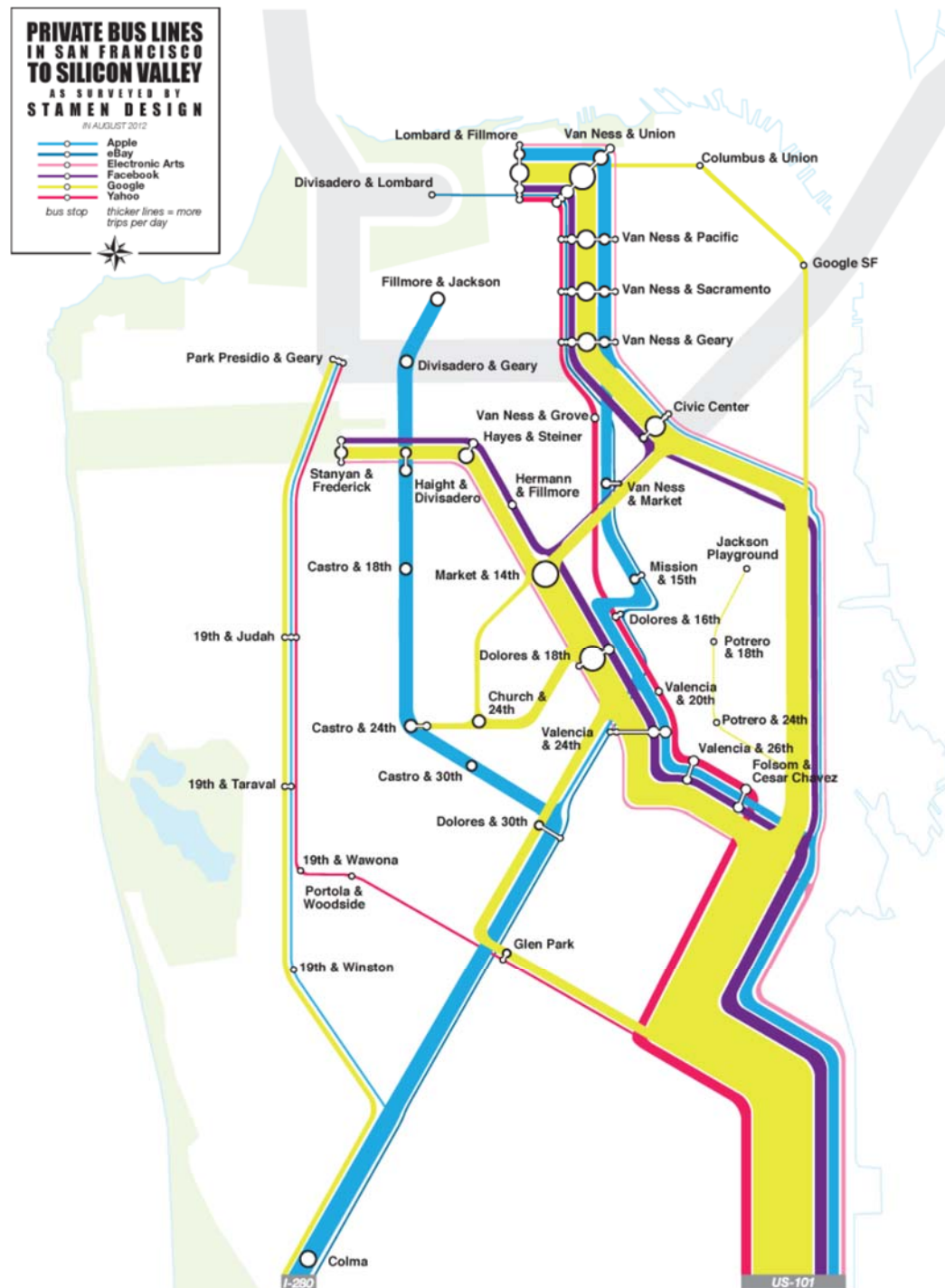
There are private shuttles running through all parts of the Bay Area including some that connect the East Bay and San Mateo County to Silicon Valley, some that operate just within San Francisco and San José, and others from BART and Caltrain stations to corporate campuses. These shuttles are not represented in MTC's travel model, and the 2010 travel survey that informs the model does not reflect the rapid growth in employer shuttles in recent years nor its impact on travel patterns, and therefore shuttles are accounted for off-model. To be conservative, the 17,500 daily employer operated shuttle riders from

¹⁰ Based on Stamen's estimate that San Francisco shuttles carry approximately equal to 35% of Caltrain ridership levels (<https://hi.stamen.com/the-city-from-the-valley-57e835ee3dc6#.4ic9o338l>). Obtaining shuttle ridership levels is extremely difficult due to the confidential nature of the information since businesses use these shuttles as a recruiting tool. In the month prior to Stamen releasing their work, Caltrain reported ridership levels of 50,000 passengers per weekday.

¹¹ Google. 2016. Environmental Report, <https://environment.google/projects/environmental-report-2016/>. Accessed March 20, 2017

San Francisco to the Silicon Valley are assumed to account for all employer operated shuttle riders in the Bay Area.

Figure 1: Employer-operated shuttles running from San Francisco to Silicon Valley¹²



¹² Source: Stamen Design. The City from the Valley. 2012. <https://hi.stamen.com/the-city-from-the-valley-57e835ee3dc6#.ifn458frg>

Assumptions and Methodology

Vanpools

MTC plans to implement a vanpool program similar to programs already in operation in San Diego, Los Angeles, Denver, Arizona and elsewhere. San Diego's program began in 2001 and saw five to ten percent growth in the vanpool fleet every year through fiscal year 2013. LA Metro began its program in 2007 and the vanpool fleet has grown about 14 percent per year. MTC assumes the incentives these program provided will increase the Bay Area's vanpool fleet, increasing the number of vans in 2020 to 700 and doubling the 2013 fleet by 2035 (this equates to 1,030 vanpools), after which the number of vanpools would stabilize. The sustained fleet of 1,030 vans is slightly more than the 1996 peak of 900 vans. Accordingly, MTC plans to reevaluate the incentive package to reduce monthly operating costs.

Over time, the vanpool incentive is expected to become self-funding. This is accomplished by reporting the ridership mileage to the National Transit Database (NTD) which returns funding to the region for transit. Cities such as San Diego, Los Angeles, Denver and Arizona have found that NTD reporting of vanpool data returns more money to a jurisdiction than the amount spent to offset vanpool costs. For example, the Northern Virginia Transportation Commission found that failure to report vanpool data in the Washington, D.C. metropolitan area resulted in a \$6-\$8 million loss per year, and that each \$1 invested would have returned more than \$2 in transit funds.¹³ Los Angeles spends \$7 million annually to off-set vanpool costs and brings back \$20 million in additional transit funding.¹⁴ While the amount returned varies depending on the number of passenger miles travelled; vanpools that log more miles and carry more passengers have higher returns. MTC estimates that for every \$1 spent on vanpools, it could expect a return of about \$1.40 in transit funds.

Along with the increased subsidy, the methodology assumes that vanpools have an average of 10.8 passengers and roundtrip distance of 110 miles, both of which are expected to remain constant over time. In order to account for the emissions from the vanpool van itself, the calculations only account for 9.8 passengers in the van. Reducing the vanpool size is a simplified proxy for the emissions from the shared van.

The population that shifts to vanpools is expected to be consistent with the general population's commute mode share. Emissions reduced from a commuter switching from a single occupancy vehicle (SOV) are assumed to be 100 percent. Emissions reduced from a commuter switching from a two person carpool are assumed to be 50 percent. Emissions reduced from a commuter switching from a 3+ person carpool are assumed to be 33 percent. Shifts from other modes (walking, biking, or transit modes) are not assumed to reduce CO₂ emissions, because these modes emit fewer CO₂ emissions per mile than vanpools. In reality, it is unlikely that anyone would shift from walking or biking, which are typically short-distance modes, to a long-distance vanpool trip, and MTC focuses on providing vanpools for routes that are not currently well-served by transit. However, assuming consistency with the general commute mode share produces a conservative estimate of CO₂ reductions.

¹³ Northern Virginia Transportation Commission; FTA Section 5307 Earnings Potential from Vanpools in DC Metropolitan Region; Revised: August 7, 2009.

¹⁴ MTC October 2014 interview with LA Metro program manager, Jamie Carrington.

Since the baseline year for the SB 375 CO₂ emissions reduction target is 2005, the current vanpool fleet of 515 vans is not included in the analysis; only growth above and beyond 515 vans is included in the calculations.

Employer shuttles

Increases in the shuttle fleet from 2013 forward is assumed to be caused by companies meeting the requirements of the Commuter Benefit Ordinance (CBO). However, the benefits of existing shuttles are analyzed as the CBO program evaluation found that 46 percent of employers were already offering a benefit prior to the ordinance. The CBO therefore does not estimate the CO₂ reductions associated with these travelers. Some of these commuters take transit, which is captured in MTC's travel model. However, those who take shuttles are not captured in the model, and for this reason, the benefits of the existing shuttles are analyzed. To be conservative, the 17,500 daily employer operated shuttle riders from San Francisco to the Silicon Valley are assumed to account for all employer operated shuttle riders in the Bay Area.

The shuttles are assumed to carry an average of 30 passengers¹⁵ and that the average round trip commute on a shuttle is 40 miles.¹⁶ The assumption is if shuttle service was unavailable, the passenger commute mode split would mirror that of the general population. This is a conservative estimate given that some sources suggest shuttle riders would be likely to otherwise drive. For example, San Francisco County's survey of shuttle riders, which indicated that 63 percent of shuttle riders would have otherwise driven alone to work,¹⁷ while the countywide drive-alone mode share is closer to 43 percent.¹⁸

Also accounted for are emissions from shuttle vehicles, assuming that they emit CO₂ at the same rate as urban buses. This likely overestimates emissions from shuttles since the shuttle fleet incorporates a range of vehicle sizes and the employers who have taken a proactive approach to sustainable transportation often strive to use the cleanest vehicles and fuels available. The exhaust emission rate extracted from EMFAC and used for 2020 shuttles is 2,265 grams/mile. The 2035 exhaust emission rate is 2,112 grams/mile, and the 2040 rate is 1,988 grams/mile.

Analysis steps

Vanpool

To calculate the CO₂ emission reductions due to vanpools, the methodology:

1. Multiplied the projected increase in vanpools by the number of passengers (minus the driver) to obtain number of vanpool participants.
2. Estimated the number of vehicle round trips reduced by vanpools, accounting for the previous mode selection of the vanpool participants by multiplying the number of vanpool participants by

¹⁵ SFCTA Strategic Analysis Report (SAR) 08/09-2. The Role of Shuttle Services in San Francisco's Transportation System. [http://www.sfcta.org/sites/default/files/content/Planning/Shuttles/Final_SAR_08-](http://www.sfcta.org/sites/default/files/content/Planning/Shuttles/Final_SAR_08-09_2_Shuttles_062811.pdf)

[09_2_Shuttles_062811.pdf](http://www.sfcta.org/sites/default/files/content/Planning/Shuttles/Final_SAR_08-09_2_Shuttles_062811.pdf) Most shuttles have a capacity of 25 passengers but the large employers operated shuttles that seat 50 to 70 passengers. An average capacity of 30 passengers per shuttle seems reasonable.

¹⁶ Many shuttles operate from BART or Caltrain to employers offices. For this analysis the average round trip commute length includes a passenger's travel on transit since that is part of their low emission commute.

¹⁷ SFCTA Strategic Analysis Report (SAR) 08/09-2. The Role of Shuttle Services in San Francisco's Transportation System. http://www.sfcta.org/sites/default/files/content/Planning/Shuttles/Final_SAR_08-09_2_Shuttles_062811.pdf

¹⁸ See <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk>.

each of the vehicle mode shares and an adjustment factor that accounts for the number of passengers and summed the results (i.e., vanpool participants * drive alone mode share * 1 + vanpool participants * 2 person carpool mode share * 0.5 + vanpool participants * 3 person carpool mode share * 0.33).

3. Multiplied the number of vehicle round trips reduced by 2 to estimate the daily one-way vehicle trips reduced.
4. Multiplied the number of vehicle round trips reduced by the round trip vanpool mileage to obtain daily VMT reduced.
5. Summed the product of trip-end emission rates and daily vehicle trip reductions and the product of exhaust emission rates and daily VMT reductions to calculate total CO₂ emission reductions.

Employer Shuttles

To calculate the CO₂ emission reductions due to employer shuttles, the methodology:

1. Estimated the number of vehicle round trips reduced by employee shuttles, accounting for the previous mode selection of the shuttle riders by multiplying the number of shuttle riders by each of the vehicle mode shares and an adjustment factor that accounts for the number of passengers and summed the results (i.e., shuttle riders * drive alone mode share * 1 + shuttle riders * 2 person carpool mode share * 0.5 + shuttle riders * 3 person carpool mode share * 0.33).
2. Multiplied the number of vehicle round trips reduced by 2 to estimate the daily one-way vehicle trips reduced.
3. Multiplied the number of vehicle round trips reduced by the average round trip shuttle mileage to obtain daily VMT reduced.
4. Summed the product of trip-end emission rates and daily vehicle trip reductions and the product of exhaust emission rates and daily VMT reductions to calculate total CO₂ emission reductions due to shuttle riders.
5. Calculated the minimum number of shuttle trips required to transport the shuttle riders by dividing the number of shuttle passengers by the average shuttle capacity.
6. Multiplied the number of shuttle trips by the round trip mileage of the shuttles to calculate the minimum shuttle VMT needed to serve the passengers.
7. Multiplied the shuttle VMT by the EMFAC emission rates for urban buses to obtain the shuttle vehicle emissions.
8. Subtracted the shuttle vehicle emissions (step 7) from the emissions reductions due to shuttle riders (step 4) to obtain the net emissions reduced.

Results

Table 9 and Table 10 summarize the combined CO₂ reductions due to vanpools and employer shuttles.

Table 9: Daily CO₂ emissions reductions due to vanpooling and employer shuttles (short tons)

EIR Alternative	2020	2035	2040
Proposed Plan	-220	-328	-332
Main Streets	-221	-347	-354
Big Cities	-222	-321	-327
EEJ	-218	-322	-323

Table 10: Per capita CO₂ emissions reductions from 2005 baseline due to vanpooling and employer shuttles (percent)

EIR Alternative	2020	2035	2040
Proposed Plan	-0.27%	-0.35%	-0.33%
Main Streets	-0.27%	-0.37%	-0.36%
Big Cities	-0.27%	-0.34%	-0.33%
EEJ	-0.27%	-0.34%	-0.33%

Regional Electric Vehicle Charger Program

Plug-in electric vehicles (PEVs) have the potential to significantly reduce CO₂ emissions from motor vehicles. Today, the Bay Area is the leading market for PEV sales, including both plug-in hybrid electric vehicles (PHEVs) and battery electric vehicles (BEVs). PHEVs have a hybridized powertrain which is fueled by chemical energy from a battery or by gasoline/diesel. BEVs are powered exclusively by the chemical energy from a battery. The focus of this strategy is on expanding the charging opportunities for PHEVs by establishing a regional public network of electric vehicle charging stations.

The costs of installing charging infrastructure can be high, and there are other barriers (e.g., on-site electrical capacity) that may also limit the potential for deploying charging infrastructure at workplaces. This program will be designed to help overcome some of those barriers by providing financial assistance to interested employers, retailers, parking management companies and others that qualify. PG&E received approval to install up to 7,500 charging stations in its service territory with a minimum of 15 percent in disadvantaged communities; this parallel process will support this program's goal of expanding charging opportunities for PHEV drivers. A regional network of charging infrastructure will provide drivers an opportunity to plug in while at work, which is where most vehicles spend most of their time parked when not at home. This will mean that PHEVs are able to travel more miles using electricity and fewer using gasoline, reducing CO₂ emissions.

MTC's travel model does not account for the mix of passenger vehicle and fuel types (e.g., conventional vehicles, PHEVs, BEVs, hybrids, etc.) in the Bay Area. Instead, the mix of vehicles, as well as the amount of miles that PHEVs travel using gasoline versus electricity, is accounted for in the emissions rates that MTC draws from EMFAC. This means that CO₂ reductions due to strategies that increase the miles that vehicles travel using electricity, like this one, must be captured off-model, by adjusting the assumptions contained within EMFAC. The assumptions from EMFAC, which fully accounts for the impact of state policies to reduce vehicle emissions, were used as a basis for analyzing this strategy.

Assumptions and methodology

The Plan Bay Area analysis was revised to account for improved fuel economy estimates, updated vehicle populations, and new vehicle sales in the Bay Area based on data included in EMFAC. PG&E's expected investment to deploy 7,500 chargers in the Bay Area was also incorporated along with the assumption that MTC would fund additional chargers after PG&E's initial investment. The analysis assumes a total of 76,000 chargers deployed, roughly one charger for every five PHEVs, which would enable all of these PHEVs to be able to plug in at work if multiple vehicles are able to plug into a single charger over the course of a day).

In the baseline, it was assumed that 40 percent of miles traveled by PHEVs would be in charge-depleting mode, i.e., electric miles instead of gasoline-powered miles. This comes from EMFAC, which indicates that:

[CARB] staff modeled PHEVs as having a 25-mile all-electric range, which equates to a utility factor of 0.40. For the average commute, this would mean that 40 percent of the VMT could be from all-electric, and 60 percent would be from gasoline operations.¹⁹

This percentage is assumed to increase to 80 percent due to the Regional Charger Program. PHEVs have what is referred to as an all-electric range of between ten and fifty miles. For instance, the Ford C-MAX Energi has an all-electric range of 21 miles; the first-generation Chevrolet Volt has an all-electric range of 38 miles; and the second-generation Volt has a range of 53 miles. Data from The EV Project²⁰ and a paper from GM engineers²¹ indicate that drivers of the Chevrolet Volt, a proxy for a PHEV with a 40-mile range (PHEV-40), are able to drive about 74 percent of their total miles in EV-mode without support from the internal combustion engine. Data from Ford Motor Company²² indicate that vehicles in their Energi line, including the C-Max and Fusion, both of which are proxies for a PHEV with a 20-mile range (PHEV-20), travel about 33 percent of miles using electricity. ICF estimates that the current market is about 50/50 for PHEV-20/PHEV-40 today. Note that these values represent driver behavior during the early stages of charging infrastructure deployment, during which there has been no substantial dedicated effort to maximize eVMT. In other words, absent any concerted effort to deploy charging infrastructure to maximize electric miles, the average PHEV is likely traveling about 54 percent of its miles using electricity.

A network of regional charging infrastructure will further increase the percentage of miles that PHEVs travel in electric mode and the methodology assumes:

- Each charger deployed through the Regional Charger Network serves multiple vehicles each day over the course of a four-hour charging shift
- The chargers deployed are Level 2 chargers that deliver electricity with a rating of 5 kW; and
- The average electric vehicle consumes 0.35 kWh/mi.

¹⁹ California Air Resources Board, EMFAC2014 Volume III – Technical Documentation v1.0.7, May 2015. Available online at <http://www.arb.ca.gov/msei/downloads/emfac2014/emfac2014-vol3-technical-documentation-052015.pdf>.

²⁰ EV Project, Quarterly Reports e.g., <http://www.theevproject.com/cms-assets/documents/127233-901153.q2-2013-rpt.pdf>.

²¹ Duhon, A., Sevel, K., Tarnowsky, S., and Savagian, P., "Chevrolet Volt Electric Utilization," SAE Int. J. Alt. Power. 4(2):269-276, 2015.

²² Proceedings EVS29, Montreal.

A ratio of approximately one charger for every five vehicles over the program years is assumed, consistent with charger-to-vehicle ratios estimated by Electric Power Research Institute (EPRI) for workplace and public charging opportunities and research conducted by ICF regarding charging optimization.²³

These assumptions mean that these chargers would provide enough electricity to power 57 electric miles per day. Given that there are expected to be 420,000 PHEVs in the Bay Area in 2035 and 76,000 chargers funded through this program, this is equivalent to ten electric miles per PHEV per day. According to EMFAC, the average vehicle travels an average of 31 miles per day, so this additional electricity amounts to 32 percent of miles traveled. Given that the charger program is designed to fill gaps in charging opportunities, this is added to the baseline of 54 percent eVMT, which equals 86 percent. Even though there is the potential for improvements in the parameters that form the basis for the assumptions used to derive the additional eVMT potential of the regional charger network—battery sizing, vehicle efficiency, charger utilization, power delivered—over the next several decades, a conservative 80 percent eVMT assumption is used.

It is conceivable that the increased availability of chargers could increase the sales of BEVs in addition to increasing the percentage of electric miles for PHEVs, but this effect is not included in the calculations to be conservative.

Analysis steps

To determine the CO₂ emission reductions from charging infrastructure deployment throughout the region, the methodology:

1. Modified the percentage of miles traveled in charge depleting mode from the baseline 40% to 80%.
2. Determined the CO₂ emissions reduction.
 - a. The CO₂ emissions attributable to PHEVs are based on how many miles each vehicle spends in each mode (charge depleting or gas/diesel).
 - b. The CO₂ emission reductions are determined as the difference between the emissions attributable to the PHEV versus the emission that would have otherwise occurred using an average conventional gasoline vehicle.
3. Made no changes to the VMT.

Results

Table 11 and Table 12 summarize the CO₂ reductions due to the Regional Charger Program.

²³ D. Bowermaster, EPRI. *How Much Electric Vehicle Charging is Needed?* California Plug-in Electric Vehicle Collaborative Meeting, August 2012.

Table 11: Daily CO₂ emissions reductions due to the Regional Charger Program (short tons)

EIR Alternative	2020	2035	2040
Proposed Plan	-252	-1,188	-1,287
Main Streets	-252	-1,188	-1,287
Big Cities	-252	-1,188	-1,287
EEJ	-252	-1,188	-1,287

Table 12: Per capita CO₂ emissions reductions from 2005 baseline due to the Regional Charger Program (percent)

EIR Alternative	2020	2035	2040
Proposed Plan	-0.35%	-1.42%	-1.46%
Main Streets	-0.35%	-1.42%	-1.46%
Big Cities	-0.35%	-1.42%	-1.46%
EEJ	-0.35%	-1.42%	-1.46%

Emission reductions are consistent across all EIR alternatives since the analysis does not rely on inputs from MTC's travel model.

Vehicle Buyback & PEV Incentive

Plug-in electric vehicles (PEVs) are being adopted at significant levels today in the Bay Area, and the Zero Emission Vehicle (ZEV) Program and the Low-Carbon Fuel Standard in California are regulatory drivers for advanced vehicle technologies and alternative fuels. However, despite the near-term success of PEVs in the Bay Area, PEV sales are still relatively small, representing just 3.5 percent of total new light-duty vehicle sales. There is also some uncertainty regarding the medium- to long-term availability of PEV purchase incentives; for example, California's Clean Vehicle Rebate Program changed in 2016 to adjust incentives based on household income, and the federal tax credit could change in future tax reform. Furthermore, one of the main drivers today for PEV sales, particularly for PHEVs, is HOV lane access: PHEVs are eligible for the green sticker and BEVs are eligible for the white sticker and qualify for HOV lane access through January 1, 2019. Although the California Air Resources Board (CARB) has continued to expand the number of HOV stickers for PEVs, it is likely that they will be limited and eventually discontinued, as they were for non-plug-in hybrid vehicles.

This program can provide a combination of an incentive of up to \$2,500 to purchase a PEV along with the buyback of older, less efficient vehicles. This is intended to extend the market for PEVs into a broader range of income classes. Most analysts agree that the first adopters of PEVs are generally higher income individuals who own their homes, and in many cases, own or have owned a hybrid electric vehicle (e.g., a Toyota Prius). The higher purchase price of PEVs makes it difficult for middle and low income consumers to purchase them. Older and wealthier individuals tend to buy more new vehicles than other cross-sections of the population. This demographic also tends to buy newer cars more frequently. Furthermore, research from IHS Markit has shown that owners of both new and used vehicles are holding on to their vehicles longer, the scrappage rate has flattened, and the average age of vehicles has increased; the researchers forecast that the population of oldest vehicles (16 or more years)

will grow the fastest, increasing by 30% by 2021.²⁴ Additionally, CARB estimates that half of cars live to be 15 years old and one quarter live to be 20 years old. Interestingly, if a vehicle does survive to 20, there is a 40 percent chance it will be on the road for another ten years after that.²⁵ This will impact the turnover of the fleet significantly and may slow the purchase of new vehicles, including plug-in electric vehicles.

The vehicle buyback program seeks to accelerate fleet turnover while also incentivizing the purchase of advanced vehicle technology. The program will be designed to target older vehicles meeting a certain fuel economy threshold (as measured via miles per gallon, MPG) for scrapping, and will be coordinated with the Air District's Vehicle BuyBack Program. The consumer is only eligible for the program if the new vehicle being purchased is a PHEV or BEV. The incentive amount will vary with the fuel economy of the vehicle being traded in (measured in MPG) as well as the vehicle type being purchased (e.g., PHEV or BEV). Depending on the fuel economy threshold set by the program, the combination vehicle buyback and incentive program is intended to induce demand in middle and lower income brackets that might otherwise delay car purchasing, purchase a new conventional vehicle or purchase a used vehicle.

MTC's travel model does not account for the mix of passenger vehicle and fuel types (e.g., conventional vehicles, PHEVs, BEVs, hybrids, etc.) in the Bay Area. Instead, the mix of vehicles is accounted for in the emissions rates that MTC draws from EMFAC. This means that CO₂ reductions due to strategies that increase the proportion of clean vehicles in the passenger fleet, like this one, must be captured off-model, by adjusting the assumptions contained within EMFAC. The assumptions from EMFAC, which fully accounts for the impact of state policies to reduce vehicle emissions, were used as a basis for analyzing this strategy.

Assumptions and Methodology

The analysis was updated from Plan Bay Area to account for improved fuel economy estimates, updated vehicle populations, and new vehicle sales in the Bay Area based on data included in EMFAC.

We made the following assumptions in this methodology:

- Implementation of this program will begin in 2020.
- 94,000 additional PEVs will be on the road by 2035. This is a modest annual increase of about 1.5% in new vehicle sales attributable to the buyback incentive program.
- For the initial analysis, the deployed vehicles are evenly split between PHEVs and BEVs.
- The average incentive levels are \$1,500 per PHEV and \$2,500 per BEV. However, the actual incentive will vary based on the MPG of the vehicle being traded in as well as the technology of the vehicle being purchased.

Analysis steps

²⁴ "Vehicles Getting Older: Average Age of Light Cars and Trucks in U.S. Rises Again in 2016 to 11.6 Year, IHS Markit Says." Press release from IHS Markit, November 2016. Available online at: <http://news.ihsmarkit.com/press-release/automotive/vehicles-getting-older-average-age-light-cars-and-trucks-us-rises-again-2016>

²⁵ Report to the California Legislature, Accelerated Light-Duty Vehicle Retirement Program. <http://www.arb.ca.gov/research/apr/reports/l2070.pdf>. Accessed March 20, 2013.

To calculate CO₂ reductions due to the introduction of PEVs, the methodology:

1. Determined the difference between the daily CO₂ emissions attributable to the PEV versus the emissions that would have otherwise occurred using an average conventional gasoline vehicle. For PHEVs this depends on the assumed proportion of time spent in charge depleting mode versus gas/diesel mode.
2. Multiplied the result by the number of new PEVs expected to be deployed due to the program.

Results

Table 11 and Table 12 summarize the CO₂ reductions due to the Vehicle Buyback and PEV Incentive Program.

Table 13: Daily CO₂ emissions reductions due to the Vehicle Buyback and PEV Incentive Program (short tons)

EIR Alternative	2020	2035	2040
Proposed Plan	0	-363	-234
Main Streets	0	-363	-234
Big Cities	0	-363	-234
EEJ	0	-363	-234

Table 14: Per capita CO₂ emissions reductions from 2005 baseline due to the Vehicle Buyback and PEV Incentive Program (percent)

EIR Alternative	2020	2035	2040
Proposed Plan	0%	-0.44%	-0.27%
Main Streets	0%	-0.44%	-0.27%
Big Cities	0%	-0.44%	-0.27%
EEJ	0%	-0.44%	-0.27%

Emissions reductions will be realized after 2020, which is when program implementation is planned. Emissions reductions are consistent across all EIR alternatives because the analysis does not rely on inputs from the travel model.

Clean Vehicles Feebate Program

Originally coined in the 1990s, feebate programs are envisioned as a revenue-neutral approach to shift buying habits in the transportation and energy sectors. MTC is proposing to use a feebate program to incentivize consumers to scrap older vehicles and purchase higher performing, cleaner vehicles. A feebate program uses a combination of fees and rebates to change consumer behavior. Consumers purchasing a vehicle that emit more carbon dioxide on a gram per mile basis than a defined standard are assessed a fee at the point of purchase. These fees are used to provide rebates to consumers that purchase vehicles that emit less CO₂ on a gram per mile basis than the defined standard.

Feebates have been used with some success in other countries, including Denmark, France, the Netherlands and Norway. The structure of a feebate program for California was studied in considerable

detail for CARB.²⁶ In fact, California has come close to implementing a statewide feebate program on multiple occasions through legislative efforts – the first time in the early 1990s and more recently in 2008. Feebate programs have been proposed as a legislative initiative (e.g., AB 493 Ruskin in 2007), whereby implementation authority would be delegated to CARB and the State Board of Equalization, and a feebate program is not dissimilar from the fee that was approved by the Legislature via AB 434 (Sher, Chapter 807, Statutes of 1991) establishing the Transportation Fund for Clean Air (TFCA). Moving forward, MTC will engage with CARB and the Air District to determine how the program would be implemented and how to progress legislation prior to the start of the program. The feebate program would require legislation to provide regional agencies with the authority to implement it.

MTC's travel model does not account for the mix of passenger vehicle and fuel types (e.g., conventional vehicles, PHEVs, BEVs, hybrids, etc.) in the Bay Area. Instead, the mix of vehicles is accounted for in the emissions rates that MTC draws from EMFAC. This means that CO₂ reductions due to strategies that increase the proportion of clean vehicles in the passenger fleet, like this one, must be captured off-model, by adjusting the assumptions contained within EMFAC. The assumptions from EMFAC, which fully accounts for the impact of state policies to reduce vehicle emissions, were used as a basis for analyzing this strategy.

Assumptions and methodology

The analysis draws heavily from results reported by Bunche & Greene's feebate analysis for CARB. The lower-end estimate of impact of feebates on average fuel economy (1.6 percent) from their analysis is assumed. The major benefits of the feebate programs are attributable to the first several years of the program. In their report, the authors state, "In later years the level of CO₂ emissions reduction relative to the standard diminishes as the standard becomes more stringent."

It is assumed that the feebate program is introduced in 2020 and that there are not any increases in fuel economy standards at the state or national level after 2025. To maintain consistency with the Bunch & Greene study, this analysis assumes a \$20 per g/mi feebate rate in a single benchmark system. Based on a sensitivity analysis performed by Bunch & Greene, an increase to \$30 per g/mi feebate rate will yield a 50 percent increase in CO₂ reductions.

Since Plan Bay Area, the analysis was updated to account for improved fuel economy estimates, updated vehicle populations, and new vehicle sales in the Bay Area based on data included in EMFAC.

Analysis steps

To calculate the CO₂ emission reductions due to the Clean Vehicles Feebate Program, the methodology:

1. Estimated the improvement in fuel economy (back-calculated based on grams per mile estimates) of the new vehicle fleet due to the feebate program. Maximum improvement at the outset of the program is about 2.9%; by 2040, the improvement is reduced to 0.1%.
2. Based on vehicle turnover, estimated the modified fuel economy of entire fleet after the change to improved fuel economy of new vehicles as of 2020 due to the feebate program.

²⁶ Greene, David L. & Bunch, David S., "Potential design, implementation, and benefits of a feebate program for new passenger vehicles in California", Prepared for the California Air Resources Board, Contract UCD 08-312, February 2011.

3. Calculated the differential in well-to-wheels CO₂ emissions²⁷ of the modified fleet versus baseline fleet.

Results

Table 15 and Table 16 summarize the CO₂ reductions due to the Clean Vehicles Feebate Program.

Table 15: Daily CO₂ emissions reductions due to the Clean Vehicles Feebate Program (short tons)

EIR Alternative	2020	2035	2040
Proposed Plan	0	-682	-446
Main Streets	0	-682	-446
Big Cities	0	-682	-446
EEJ	0	-682	-446

Table 16: Per capita CO₂ emissions reductions from 2005 baseline due to the Clean Vehicles Feebate Program (percent)

EIR Alternative	2020	2035	2040
Proposed Plan	0%	-0.82%	-0.51%
Main Streets	0%	-0.82%	-0.51%
Big Cities	0%	-0.82%	-0.51%
EEJ	0%	-0.82%	-0.51%
No Project	0%	-0.82%	-0.51%

Emission reductions will be realized after 2020, which is when program implementation is planned. Emission reductions are consistent across all EIR alternatives because the analysis does not rely on inputs from the travel model.

Smart Driving

When discussing transportation sector CO₂ reduction strategies, experts often refer to a three-legged stool consisting of vehicle technology, cleaner fuels and driver behavior. California's state agencies are leading the way on the first two legs, and SB 375 focuses on a key approach to changing driver behavior, reducing VMT by investing in alternatives to driving, locating housing closer to jobs and creating complete communities. In addition to changing how *much* someone drives, people can change *how* they drive through training in the techniques of smart driving. Smart driving behaviors are easy-to-implement actions (e.g., change in driving style, vehicle maintenance, etc.) that any driver can do. Research shows that it is possible to affect significant and swift reduction in emissions through behavior change.²⁸ MTC's

²⁷ Well-to-wheels (WTW) analysis refers to lifecycle analysis applied to transportation fuels and their use in vehicles. The analysis includes, for instance, resource extraction, fuel production, delivery of the fuel to vehicle, and end use of fuel in vehicle operations.

²⁸ See <http://assets.511.org/pdf/drivesmart/Smart-Driving-Resource-Guide.pdf> for a MTC's review of relevant research.

Smart Driving campaign reduces CO₂ emissions by promoting the driver behaviors that have been shown most effective in improving vehicle efficiency.

This strategy builds on series of previous actions by MTC. From 2013 to 2015, MTC conducted a pilot smart driving campaign that consisted of three core programs, which MTC evaluated to understand which approaches produce the most significant CO₂ reductions:²⁹

- Fuel economy meters
- Smart driving lessons
- Smartphone app

In 2015, MTC expanded its smart driving investments into a region-wide program called Drive Smart Bay Area. The program development and implementation included:

- Selecting a smart driving in-vehicle device to distribute to drivers
- Developing a marketing strategy
- Developing a program website and video
- Establishing two device purchasing options
- Implementing the marketing strategy

As part of Plan Bay Area 2040, MTC is assessing the program's evaluation report prior to further implementation of the *Drive Smart Bay Area* program. Off-model analysis is necessary to capture CO₂ reductions due to this strategy because most of the behaviors promoted through *Drive Smart Bay Area* reduce vehicle emission rates, which come from EMFAC, not from MTC's travel model.

Assumptions and methodology

Implementation of the smart driving program is assumed to begin in 2020. Gas prices are currently relatively low, which would mean less consumer interest in the program and fewer CO₂ reductions if it were implemented today. It is assumed that gas prices will rise again by 2020 to the level that they were at when MTC completed its initial evaluations of the strategies discussed below, and remain at least that level thereafter. Therefore the changes to emission rates due to smart driving behaviors are assumed to be constant over time.

Smart driving educational campaign

In February 2011, MTC conducted a Baseline Climate Initiatives Survey that asked Bay Area residents about the ease of adopting various smart driving behaviors.³⁰ Of the respondents, 55 percent stated that it would be very easy or easy to practice "smooth acceleration and deceleration and staying at or below the speed limit." The U.S. Department of Energy reports that rapid acceleration and deceleration, and speeding can lead to fuel economy reductions from five percent on city streets to 33 percent on

²⁹ MTC Climate Initiatives Program Evaluation: Smart Driving, Prepared for MTC by ICF, 2015. A summary of findings is available at: http://mtccms01.prod.acquia-sites.com/sites/default/files/CIP%20Evaluation%20Summary%20Report_7-13-15_FINAL.pdf

³⁰ MTC conducted a Baseline Climate Initiatives Survey in February 2011. It was a 15 minute random digit dial and cell phone sample of Bay Area driving age residents. It was offered in English, Mandarin, and Spanish and had an overall margin of error of ±3.5%

freeways,³¹ but current studies demonstrate a much lower average fuel economy savings of two to four percent³² for smart driving behaviors.³³ This analysis assumes a conservative fuel efficiency reduction from smooth acceleration and deceleration of three percent.

60 percent of participants stated that it would be very easy or easy to practice “at least once per week, link several trips together, such as going shopping and to the post office, which you would normally make separately.” For this analysis, this statement is interpreted to mean the driver will link three shopping trips per week due to the campaign (effectively reducing two trips).

The number of people to adopt smart driving behaviors is based on the survey results listed above and other cost effectiveness assumptions related to marketing investments. Preliminary cost estimates indicate that \$1 million in advertising and education can purchase 8,000,000 TV views, 5,000,000 radio listeners and 15,000,000 online hits. Since the public needs to see or hear an advertisement multiple times before recognizing the message and being able to practice the requested behavior change; costs assume twelve views are needed for to internalize the message.³⁴ In order to reduce CO₂ emissions, potential adopters must also be capable of and motivated to make a change. For trip linking practices, ten percent of potential adopters are assumed to adopt the behavior. For smooth acceleration and deceleration, a more conservative assumption of five percent is used to avoid double counting the benefits of the fuel economy meter distribution program (see below for more details).

Fuel economy meters

Under this program, MTC would offer a rebate to consumers who purchase an on-board diagnostics (OBD)-connected after-market device similar to those made by Automatic and provided by MTC under Drive Smart Bay Area and the ones tested in the initial smart driving pilots. Recent studies have demonstrated an average fuel economy savings of two to four percent from smart driving education and devices. The MTC-funded smart driving pilot found that the installation of OBD-connected smart driving devices resulted in a 1.6 percent improvement in fuel economy; however the results are not statistically significant because they fall within the background fluctuation in fuel economy that was observed among the participating vehicles.³⁵ MTC also funded a study at UC Davis to test a smart driving app with different types of feedback. The most effective feedback mechanism (presenting the journey fuel

³¹ US Department of Energy, Office of Energy Efficiency and Renewable Energy, US Environmental Protection Agency, Model Year 2005 Fuel Efficiency Guide, DOE/EE-0302

³² While recent studies have found a range in the potential fuel efficiency improvements from smart driving techniques from zero to 18%, the substantial range in results is likely due to shortcomings in the studies including: insufficient sample sizes, short study periods, variations in the testing environment (simulations or tracks versus real-world driving conditions), and the lack of statistically significant findings. The 2-4% range is seen in studies that overcome these issues.

³³ Kurani, K., Stillwater, T., and Jones, M., 2013. Ecodrive I-80: A Large Sample Fuel Economy Feedback Field Test: Final Report. Institute of Transportation Studies Report: ITS-RR-13-15. Available at <http://www.fueleconomy.gov/feg/pdfs/EcoDrive%20I-80.pdf>

³⁴ The estimated number of views needed for the target audience to engage with the message varies dramatically by the medium and quality of the creative, but 12 views is seen as relatively standard conversion rate by marketing firms such as RHDG and Wit Media.

³⁵ ICF. 2015. *Climate Initiatives Program: Evaluation Summary Report*. Available at: http://mtccms01.prod.acquia-sites.com/sites/default/files/CIP%20Evaluation%20Summary%20Report_7-13-15_FINAL.pdf

economy in the center of the screen) had a statistically discernable effect of a 15.5 percent reduction in fuel consumption; however, the sample size was small with approximately 18 people viewing that version of feedback.³⁶ Given these varied findings, a three percent fuel economy savings from OBD-connected devices is used.

The analysis assumes that MTC will distribute 900,000 OBD-connected devices by 2035, covering roughly 30 percent of all Bay Area registered vehicles. This assumption does not account for the fact that an increasing number of vehicles, particularly hybrids, come with displays that show information such as real-time fuel efficiency, five-minute-average fuel efficiency, overall trip fuel efficiency, or simple diagrams that indicate relative fuel efficiency.³⁷ This may help to further accelerate the spread of smart driving behaviors beyond the behavior change induced by the devices that MTC distributes.

Analysis steps

Smart driving educational campaign

Smooth acceleration and deceleration

In order to estimate CO₂ reductions due to smooth acceleration and deceleration, the methodology:

1. Estimated the total number of media impressions by multiplying the media ad-buy for smooth acceleration and deceleration by the estimated number of impressions per million dollars of media spend (28 million impressions/\$1 million).
2. Estimated the number of residents who internalize the campaign messaging by dividing the total media impressions by the estimated number of views required for engagement (12).
3. Estimated the number of potential adopters by multiplying the total number of residents who internalized the campaign messaging by the percent of Bay Area residents who responded that adopting smooth acceleration and deceleration behaviors would be easy or very easy.
4. Estimated the number of residents who adopt the behavior by multiplying the number of potential adopters by the assumed adoption rate (5%).
5. Estimated the total daily VMT affected by the smart driving behavior by multiplying the number of behavior adopters by the regional average daily VMT per capita.
6. Estimated the equivalent quantity of VMT reduced due to smooth acceleration and deceleration by multiplying the total daily VMT affected by the assumed fuel efficiency savings of smooth acceleration and deceleration (3%).
7. Calculate the CO₂ emissions reduced by multiplying the equivalent VMT reduced by the EMFAC exhaust emissions CO₂ factor.

Trip linking

In order to estimate CO₂ reductions due to trip linking, the methodology:

1. Repeated Steps 1-4 of the smooth acceleration and deceleration calculations above, substituting using the appropriate assumptions for trip linking, to estimate the number of residents who adopt the behavior.

³⁶ Ibid.

³⁷ Barkenbus, Jack, 2010. *Eco-driving: An overlooked climate change initiative*. Journal of Energy Policy, 38 (2010) 762–769.

2. Estimated the annual vehicle trips reduced by the behavior adopters by multiplying the total number of behavior adopters by the assumed number of trips reduced per week (2) and the number of weeks per year (52).
3. Calculated the total annual VMT reduced by multiplying the annual vehicle trips reduced by the average length of a shopping trip in the region (approximately 4.6 miles; varies by year and scenario).
4. Divided the results of steps 2 and 3 by the assumed number of driving days per year (300) to calculate total daily trips and VMT reduced.
5. Summed the product of trip-end emission rates and daily vehicle trip reductions and the product of exhaust emission rates and daily VMT reductions to calculate total CO₂ emission reductions.

Fuel economy meters

In order to estimate CO₂ reductions due to trip linking, the methodology:

1. Estimated the total number of devices to be distributed by dividing the total investment by the assumed price per device (including program management fees).
2. Calculated the total daily VMT affected by the smart driving behavior by multiplying the number of behavior adopters by the regional average daily VMT per vehicle.
3. Estimated the equivalent quantity of VMT reduced due to fuel economy meters by multiplying the total daily VMT by the assumed fuel efficiency savings of the fuel economy meters (3%).
4. Calculated the CO₂ emissions reduced by multiplying the equivalent VMT reduced by the EMFAC exhaust CO₂ emissions factor.

Results

Table 17 and Table 18 summarize the CO₂ reductions due to MTC's efforts to promote smart driving.

Table 17: Daily emissions reductions due to smart driving (short tons)

EIR Alternative	2020	2035	2040
Proposed Plan	0	-677	-669
Main Streets	0	-681	-677
Big Cities	0	-672	-663
EEJ	0	-662	-655

Table 18: Per capita emissions reductions from 2005 baseline due to smart driving (percent)

EIR Alternative	2020	2035	2040
Proposed Plan	0%	-0.72%	-0.67%
Main Streets	0%	-0.72%	-0.68%
Big Cities	0%	-0.71%	-0.67%
EEJ	0%	-0.70%	-0.66%

Targeted Transportation Alternatives

Targeted transportation alternatives programs employ a variety of strategies, including individual travel consultation, organized events, and distribution of outreach and informational materials to encourage people to shift from driving alone to carpooling, transit, biking, or walking for any of their trips. These programs are “targeted” because they tailor activities and materials to focus on the travel needs and transportation options that are available in specific job centers or residential neighborhoods. Several MPOs and large cities in the U.S. administer these programs, partnering with local governments, transit agencies, employers and transportation management associations to customize projects to different communities. Examples from other jurisdictions operating programs for ten years or more with positive results include Portland Metro’s Regional Travel Options program, the City of Portland’s SmartTrips program and the City of Seattle’s InMotion program.

In addition, several public agencies in the Bay Area currently have marketing programs in place. Two of the Climate Initiative Innovative Grant pilot projects funded by MTC from 2011-13, GoBerkeley and Connect, Redwood City!, include targeted transportation alternatives components. The former involved working with property managers to market travel options and provide free bus passes to residents of multifamily transit-oriented developments, while the latter included focused outreach to employers with billboard and print advertising to promote alternatives to driving alone. These two projects were among the most effective Climate Initiative projects at reducing CO₂ emissions, and the targeted transportation alternatives components of these projects stood out for their cost effectiveness and results.

MTC’s Targeted Transportation Alternatives Program is considering a similar implementation approach to Portland Metro’s Regional Travel Options grant program, which issues grants to public agencies, transportation management associations, and non-profits to implement projects that make it easier for travelers to get around without driving alone.³⁸

Off-model analysis is necessary to capture CO₂ reductions from targeted transportation alternatives programs. MTC’s last travel survey which informs the travel model, was conducted in 2010, and does not capture the impacts of new strategies that change travel behavior such as this one. These strategies might be captured by a future model once they have been implemented to the extent that they influence people’s behavior and can be captured by the travel surveys, and once the model framework has been altered to include inputs that represent the presence of behavior change strategies.

Assumptions and Methodology

Data from two community-based travel marketing programs from the Portland, OR metropolitan area was used to estimate CO₂ reductions for a regional targeted transportation alternatives program in the Bay Area. Since travel marketing programs are typically targeted toward employees or households; this strategy includes both workplace and residential components, and uses data from different programs to assess each component. Employee-focused programs can be more cost-effective at reaching workers

³⁸ <http://www.oregonmetro.gov/tools-partners/grants-and-resources/travel-options-grants>

who are concentrated at large employers, making outreach efficient. However, residential programs can produce greater CO₂ reductions per person reached because they affect all trips, not just commute trips.

Evaluation data from employer-focused projects in Portland Metro’s Regional Travel Options program³⁹ was used to assess the impact of programs that target employers and data from the City of Portland’s SmartTrips program,⁴⁰ which focuses on households, to assess the impacts of residential programs. These are longstanding programs, and each has conducted multiple rounds of evaluation, with each round covering multiple projects. Information was collected on the cost per year of marketing to an individual household/employee, the percentage of residents/employees receiving program information who change behavior (penetration rate), and the reduction in SOV mode share for those residents/employees from evaluations of these two programs. These were then applied to the daily number and distance of trips for all trips (for households) and for commute trips (for employees) to estimate VMT impacts. Evaluations of targeted transportation alternatives programs typically focus on impacts during the year after programs are implemented; long-term evaluations that provide information on how long behavior change persists due to marketing programs is not currently available. Therefore, the methodology uses a conservative assumption that behavior change lasts for five years before participants revert to their previous travel patterns. Table 19 summarizes these assumptions.

Table 19: Summary of Targeted Transportation Alternatives assumptions

	Households	Employees
Average cost per year of marketing to a household/employee	\$3.11	\$4.34
Average penetration rate	29%	33%
Average reduction in SOV mode share among participants	11%	9%
Average daily one-way driving trips affected	5.47	2
Average one-way trip length (miles) ⁴¹	6.4	10.6
Number of years for which behavior change persists ⁴²	5	5

MTC’s investment in this strategy is the primary input in the CO₂ estimates. Based on the budget available and the amount of CO₂ reductions that it needs to achieve, MTC anticipates investing \$2.15 million in this strategy per year, with \$2 million going to residential programs and \$150,000 going to employee programs. Since this is a new strategy, MTC will be working with consultants to develop an approach to implementation.

³⁹ Metro, Regional Travel Options Program Evaluation Report, 2012, http://www.oregonmetro.gov/sites/default/files/appendix_d_rto_evaluation_2012.pdf.

⁴⁰ Portland Bureau of Transportation, Past SmartTrips 2004-2010, <http://www.portlandoregon.gov/transportation/56703>.

⁴¹ This is an output from MTC’s travel model, and the value varies for different scenarios and years. The values shown are for the Proposed Plan in 2035; values for other scenario/year combinations range from 6.2-6.5 (household) and 10.2-11.2 (employee)

⁴² For 2020, we used a value of 3 since the strategy will take effect in 2017, and will only have been in place for 3 years.

Analysis steps

The amount of CO₂ reductions that MTC realizes through this strategy depends on the amount that it invests. To calculate CO₂ reductions based on the amount invested, the methodology:

1. Allocated the investment between household and employee programs.
2. Divided the respective household/employee investments by the average cost per year of marketing to a household/employee and multiplied by the penetration rate in order to calculate the total number of participants.
3. Multiplied the total number of participants by the average reduction in SOV mode share among participants and the average daily one-way driving trips affected to calculate the average daily number of vehicle trips reduced due to programs funded that year.
4. Multiplied the average daily number of vehicle trips reduced by the number of years for which behavior change persists to estimate the total average daily number of vehicle trips reduced in any given year. This accounts for the fact that programs funded in previous years produce ongoing vehicle trip reductions.
5. Multiplied daily vehicle trips reduced by the average one-way trip length to calculate the average daily VMT reductions.
6. Summed the product of trip-end emission rates and daily vehicle trip reductions and the product of exhaust emission rates and daily VMT reductions to calculate total CO₂ emission reductions.

Results

Table 20 and Table 21 summarize the CO₂ reductions due to Targeted Transportation Alternatives.

Table 20: Daily CO₂ emissions reductions due to Targeted Transportation Alternatives (short tons)

EIR Alternative	2020	2035	2040
Proposed Plan	-954	-1,604	-1,578
Main Streets	-958	-1,598	-1,586
Big Cities	-952	-1,581	-1,553
EEJ	-948	-1,574	-1,552

Table 21: Per capita CO₂ emissions reductions from 2005 baseline due to Targeted Transportation Alternatives (percent)

EIR Alternative	2020	2035	2040
Proposed Plan	-1.17%	-1.71%	-1.59%
Main Streets	-1.17%	-1.70%	-1.60%
Big Cities	-1.16%	-1.68%	-1.57%
EEJ	-1.16%	-1.67%	-1.57%

Trip Caps

Trip caps set limits on the number of vehicle trips to and from workplaces, and enforce these limits via regular traffic counts and penalties for non-complying workplaces. By limiting the number of vehicle trips to a level below unrestricted access, trip caps can reduce CO₂ emissions. Local governments have the ability to set trip caps on new development projects through development agreements, but their

authority to enact caps on existing development is more limited. Trip caps therefore typically focus on minimizing the traffic impacts of new office or commercial development. Several South Bay cities, including Mountain View, Sunnyvale, Cupertino and Menlo Park, have enacted trip caps,⁴³ as has the City of Los Angeles. Stanford University and Santa Clara County have had a trip cap in effect for over ten years. Most of these caps focus on individual development projects, but Mountain View's trip cap covers an entire business district, providing a promising template for a program to encourage trip caps in employment centers throughout the Bay Area.⁴⁴ They are an increasingly popular strategy to reduce vehicle trips in the Bay Area's high-growth employment centers, and MTC can promote their use throughout the region, reducing CO₂ emissions.

Trip caps complement, but do not duplicate, other commute transportation demand management strategies included in the off-model analysis, such as the Commuter Benefits Ordinance (CBO). These other strategies act as "carrots" that provide employees incentives to use sustainable commute modes; trip caps are a "stick" that require employers to reduce trips by employees or face fines. Trip caps also apply to different employers than other TDM strategies; for example the CBO applies to all employers with 50+ employees throughout the Bay Area whereas trip caps apply to all new businesses, regardless of size, in designated employment areas. In order to implement trip caps across the region, MTC is considering offering assistance to local governments through its existing planning grant programs.

Off-model analysis is necessary to capture CO₂ reductions from trip caps because MTC's last travel survey, which informs its model, was conducted in 2010, and does not capture the impacts of new strategies that change travel behavior such as this one. These strategies might be captured by a future model once they have been implemented to the extent that they influence people's behavior in a way that can be captured by the travel surveys, and once the model framework has been altered to include inputs that represent the presence of behavior change strategies.

Assumptions and Methodology

Estimating CO₂ reductions due to trip caps involves multiplying the number of employees affected by trip caps by the average reduction in vehicle trips for employees subject to caps, and then converting the result to CO₂ reductions.

In order to determine the number of employees affected, two assumptions were made where trip caps can apply:

1. Trip caps generally apply in employment centers where there is a high enough concentration of businesses to justify the effort in adopting a cap. All traffic analysis zones (TAZs) with more jobs than residents are assumed to represent employment centers.
2. Trip caps are feasible in areas where there is a high enough density of jobs and land uses to support transit, carpooling and other sustainable commute options which is assumed to be the case in all TAZs designated as either urban or suburban in MTC's travel model.

⁴³ For a summary of South Bay trip cap programs, see Cities21, Palo Alto Comp Plan Transport Element, Extended Comments, September 1, 2015, http://www.cities21.org/cms/PA_Transp_Elem_C21.pdf.

⁴⁴ City of Mountain View, North Bayshore Transportation Demand Management (TDM) Plan Guidelines, February 2015, <http://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=15164>.

Trip caps would apply to all new employees located in TAZs that met both of these criteria.

The next step was to determine the reduction in vehicle trips due to the trip cap. The baseline number of vehicle trips per employee in each TAZ where trip caps apply were estimated. To this, the average vehicle trip reduction from the City of Mountain View's North Bayshore Transportation Demand Management (TDM) Plan Guidelines was applied, which is based on a target of 45 percent drive-alone mode share and 10 percent carpool mode share.⁴⁵ According to MTC's travel model, the current regional average carpool occupancy is 2.58 people per carpool, and the cap is equivalent to 0.98 vehicle trips per employee per day. This represents a 40 percent decrease from the current level of 1.62 vehicle trips per employee per day, which was calculated based on the current mode share for home-based work trips to the superdistrict containing the North Bayshore area—76 percent drive alone and 14 percent carpool, according to MTC's travel model.

The 40 percent reduction in the North Bayshore trip cap represents an average estimate for the effectiveness of trip caps that should apply throughout the region, because it reflects both the opportunities and challenges that will be present in many Bay Area locations. On one hand, the area is experiencing high demand for commercial development and the City of Mountain View took a proactive approach to minimizing the traffic impacts of new development through the trip cap. On the other hand, the North Bayshore area is very challenging to serve with alternatives to driving given that it is cut off from the rest of Mountain View by the Bayshore Freeway and is home to the Shoreline Amphitheatre, the Google campus, and other land uses that are not conducive to walking, bicycling or transit.

Analysis steps

To calculate CO₂ reductions due to trip caps, the methodology:

1. Identified all TAZs where trip caps are likely to apply: urban and suburban TAZs with more jobs than households.
2. Identified the current drive-alone and carpool mode share for home-based work trips to each of the trip-capped TAZs.
3. Calculated the average number of daily vehicle trips per employee in each trip-capped TAZ by dividing carpool mode share by current average carpool occupancy, adding the result to the drive-alone mode share, and multiplying the sum by two to account for round trips to and from work.
4. Estimated the reduction in daily vehicle trips per employee by applying the trip cap reduction factor derived from the Mountain View North Bayshore TDM Plan (40%) to the result of Step 4.
5. Multiplied the result of step 4 by the number of new employees projected for the TAZ between 2015 and the scenario year to estimate the total reduction in daily vehicle trips for each trip-capped TAZ.
6. Multiplied the result of step 5 by the average trip distance for home-based work trips for each trip-capped TAZ to estimate the total reduction in daily VMT for each trip-capped TAZ.
7. Summed the total reduction in daily vehicle trips across all trip-capped TAZs.
8. Summed the total reduction in daily VMT across all trip-capped TAZs.
9. Summed the product of trip-end emission rates and daily vehicle trip reductions and the product of exhaust emission rates and daily VMT reductions to calculate total CO₂ emission reductions.

⁴⁵ City of Mountain View 2015, p. 4-3.

Results

Table 22 and Table 23 summarize the CO₂ reductions due to Trip Caps.

Table 22: Daily CO₂ emissions reductions due to trip caps (short tons)

EIR Alternative	2020	2035	2040
Proposed Plan	-120	-688	-856
Main Streets	-150	-764	-1,111
Big Cities	-143	-646	-836
EEJ	-150	-622	-761

Table 23: Per capita CO₂ emissions reductions from 2005 baseline due to trip caps (percent)

EIR Alternative	2020	2035	2040
Proposed Plan	-0.15%	-0.73%	-0.86%
Main Streets	-0.18%	-0.81%	-1.12%
Big Cities	-0.18%	-0.69%	-0.84%
EEJ	-0.18%	-0.66%	-0.77%

Expanded Bike Share System

Bike share systems provide bicycles that members of the public can borrow and use for limited durations (typically under a day) in exchange for a fee. In most systems, bike share bicycles must be borrowed from and returned to designated docking stations, though some systems have payment technology and locks mounted on bicycles to allow users to leave them anywhere in the service area. In August 2013, in collaboration with MTC, the Air District implemented a bike share system in the Bay Area on a limited pilot basis called Bay Area Bike Share (BABS). BABS consists of approximately 700 bikes deployed across 70 stations; approximately half in San Francisco and the other half in South Bay cities. Stations are located at key destinations such as transit hubs and employment and commercial areas. In 2015, Motivate, a private company, took over management of BABS, and with corporate sponsorship, rebranded and will expand the system tenfold, including new service areas in the inner East Bay.⁴⁶ MTC will be promoting bike sharing through its existing or new outreach programs.

Bike share reduces CO₂ emissions by enabling users to take short-distance trips by bicycle instead of by car, and in some cases bike share can eliminate longer trips by enabling users to connect to transit. As the bike share system expands, further CO₂ reductions will be realized. Motivate's plans for the bike share system are still evolving, but CO₂ reductions are quantified based on information currently available to MTC about the planned system.

Assumptions and methodology

Based on information from Motivate, the criteria for service area expansion in Berkeley, Emeryville, Oakland, San Francisco and San Jose includes transit-rich, densely developed areas, in addition to some targeted neighborhoods for equitable access. Since the service areas are still being decided, the priority

⁴⁶ <http://www.bayareabikeshare.com/expansion>

development areas (PDAs) or areas in which most of the region's growth is anticipated to occur, were used to identify neighborhoods in each city that met these criteria. A contiguous bike share service area was then mapped that included these neighborhoods. Summarized below are the boundaries of the service area for each city:

- Berkeley: bike share covers the area east of College Ave., south of Cedar St., west of 6th St., and extends south to the city limits for contiguity with the Emeryville/Oakland bike share network.
- Emeryville: bike share covers the entire city east of Interstate 80.
- Oakland: North of Interstate 580, bike share covers the area west of College/Broadway. South of Interstate 580, the bike share service area is bounded in the southeast by 55th Ave. and in the southwest by 12th St. / San Leandro St., except for the area around Jack London square, where it extends down to the harbor.
- San Francisco: bike share covers most of the city, excluding hilly residential neighborhoods around Twin Peaks / Mt. Sutro, the Sunset, industrial lands along the Bayfront, and major parks. Though the Sunset meets the criteria for density and transit service, it was excluded as it is isolated from the rest of the service area.
- San Jose: bike share covers downtown and the residential neighborhoods surrounding it. The service area is bounded by Interstates 680 and 101 in the northeast, Tully Rd. in the southeast, Monterey Highway and Meridian Ave. in the west, and Berryessa Rd. and Hedding St. in the northwest.

With these geographic areas mapped, the number of residents and jobs in each using 2010 Census and Longitudinal Employer-Household Dynamics data were calculated. Information from Motivate on the approximate number of bikes in each city and the number of bikes per station was used to estimate the number of planned stations for each city.

The Institute for Transportation and Development Policy (ITDP) *Bike-Share Planning Guide* includes data on the effectiveness (in terms of the number of trips per 1,000 residents) of different bike share systems and compares effectiveness to different system characteristics.⁴⁷ ITDP finds that station density best explains bike share usage, and uses linear regression analysis to identify the relationship between station density and effectiveness. ITDP's data from U.S. systems was used to determine the equation best describing the relationship between station density and daily trips per 1,000 residents for U.S. systems:

$$\text{Daily trips per 1,000 residents} = 1.74 * \text{station density} + 17.2$$

This equation was then applied to the station density and number of residents in each bike share service area to estimate the total number of bike share trips per day. Table 24 summarizes the data and calculations for each service area.

⁴⁷ Institute for Transportation and Development Policy, *The Bike-Share Planning Guide*, Fig. 3, p. 45, <https://www.itdp.org/the-bike-share-planning-guide-2/>.

Table 24: Summary of bike share service areas by city

City	Number of bikes	Bikes per station	Total stations	Area (km2)	Stations per km2	Estimated daily bike share trips per 1000 residents	Current number of residents	Estimated current daily bike share trips (pop-based)
Berkeley	400	10	40	11.5	3.5	23.1	79,090	1,823
Emeryville	100	10	10	2.6	3.8	23.7	8,596	204
Oakland	850	10	85	34.8	2.4	21.3	207,116	4,401
San Francisco	4,500	15	300	67.0	4.5	24.8	659,773	16,356
San Jose	1,000	10	100	46.3	2.2	20.8	188,213	3,907
Total	6,850		535	162			1,142,788	26,691

The average regional population growth was applied to estimate the number of bike share trips in each scenario year. This results in a conservative estimate of bike share trips since bike share serves many of the Bay Area's highest-growth communities.

The bike share trips were then converted to VMT reductions based on results from MTC's evaluation of BABS, which found that each bike share trip reduced an average of 1.3 VMT.⁴⁸ Many bike share trips do not reduce any VMT because they do not displace vehicle trips, while others only reduce short trips, but the evaluation found that a significant share of bike share trips enables users to connect to transit, eliminating longer trips.

Analysis steps

To calculate CO₂ reductions due to bike sharing, the methodology:

1. Identified a service area for each city with planned bike share and collected data on the area, number of planned bike share stations, and population for each service area.
2. Divided the number of bike share stations by the area of each service area to calculate the number of stations per square kilometer.
3. Applied a regression formula derived from ITDP to estimate the number of daily trips per 1,000 residents in each service area.
4. Multiplied the results by the number of residents in each area to estimate the number of daily bike share trips in each service area, and summed results across all service areas.
5. Multiplied total daily bike share trips by average population growth for the scenario year to estimate future total daily bike share trips.
6. Multiplied the result by the average VMT reduced per bike share trip to estimate total VMT reductions due to bike share.
7. Multiplied exhaust emission rates by daily VMT reductions to calculate total CO₂ emission reductions.

⁴⁸ MTC Climate Initiatives Program Evaluation: Pilot Bike-sharing Program, Prepared for MTC by Eisen-Letunic, 2015.

Results

Table 25 and Table 26 summarize the CO₂ reductions due to the expanded bike share system. CO₂ reductions do vary slightly between the different EIR alternatives assessed, but the differences between alternatives are not visible at the level of precision shown in the tables.

Table 25: Daily CO₂ emissions reductions due to the expanded bike share system (short tons)

EIR Alternative	2020	2035	2040
Proposed Plan	-18	-21	-22
Main Streets	-18	-21	-22
Big Cities	-18	-21	-22
EEJ	-18	-21	-22

Table 26: Per capita CO₂ emissions reductions from 2005 baseline due to the expanded bike share system (percent)

EIR Alternative	2020	2035	2040
Proposed Plan	-0.02%	-0.02%	-0.02%
Main Streets	-0.02%	-0.02%	-0.02%
Big Cities	-0.02%	-0.02%	-0.02%
EEJ	-0.02%	-0.02%	-0.02%

Expanded Bicycle Infrastructure

Bicycle infrastructure makes it safer, more convenient, and more pleasant for people to bike instead of driving. Research has found that many people are interested in bicycling more, but are concerned about being hit by motor vehicles.⁴⁹ Building new infrastructure allows trips by bicycle instead of driving. As of 2005, the Bay Area had over 6,500 miles of bike lanes and trails, and this number is projected to increase to over 11,300 miles by 2035, significantly increasing the number of bicyclists and reducing VMT and CO₂ emissions as a result. Off-model analysis is required to account for CO₂ reductions due to improving bicycle infrastructure. MTC's model estimates bicycle trips based on trip distance alone, and does not capture the quality of bicycle infrastructure nor how infrastructure affects travel.

MTC's Regional Bicycle Plan 2009 Update⁵⁰ estimated the cumulative cost of building out the regional bikeway network as \$1.4 billion dollars. Local governments are assumed to fund projects not included in the regional bikeway network.

⁴⁹ Dill, J., and N. McNeil, Four Types of Cyclists? Testing a Typology to Better Understand Bicycling Behavior and Potential, Oregon Transportation Research and Education Consortium, August 10, 2012, http://web.pdx.edu/~jdill/Types_of_Cyclists_PSUWorkingPaper.pdf.

⁵⁰ Metropolitan Transportation Commission. Regional Bicycle Plan for the San Francisco Bay Area 2009 Update. March 2009. http://www.pedbikeinfo.org/pdf/PlanDesign_SamplePlans_Region_SFBayArea2009.pdf

Assumptions and methodology

In order to estimate CO₂ reductions due to expanded bicycle infrastructure, current and planned bicycle infrastructure in the region data was collected. Data on current infrastructure comes from MTC's Regional Bicycle Plan, which included an inventory of bicycle lanes and trails in the region. Data on planned infrastructure comes from an inventory of planned local and regional facilities conducted in 2013, and may underestimate future infrastructure because it does not capture facilities included in more recent plans. The impact on bicycle mode share was then estimated based on research conducted by Dill and Carr,⁵¹ which estimates the absolute increase in bicycle mode share based on the number of bicycle lane-miles per square mile of land. Dill and Carr observed that if bike lane density increases by one lane-mile per square mile, bicycle mode share goes up by an absolute one percent, e.g., if the baseline mode share is two percent, it will increase to three percent. This increase in bicycle mode share was then converted to a reductions in vehicle trips, VMT and CO₂ emissions.

Analysis steps

To calculate CO₂ reductions due to expanded bicycle infrastructure, the methodology:

1. Divided miles of current bicycle lanes by the land area of the region to calculate the current bicycle facility density, in terms of the number of bicycle lanes and trails per square mile.
2. Repeated the step above for the scenario year.
3. Calculated the percent change in bicycle facility density between the current and scenario year.
4. Divided the percent change in bicycle facility density by 100 to estimate the change in bicycle mode share.
5. Multiplied the change in bicycle mode share by the baseline number of daily vehicle trips to estimate the number of daily vehicle trips reduced.
6. Multiplied the result by the average length of bicycle trips for the scenario year to estimate the average daily VMT reduced.
7. Summed the product of trip-end emission rates and daily vehicle trip reductions and the product of exhaust emission rates and daily VMT reductions to calculate total CO₂ emission reductions.

Results

Table 27 and Table 28 summarize the CO₂ reductions due to expanded bicycle infrastructure.

Table 27: Daily CO₂ emissions reductions due to expanded bicycle infrastructure (short tons)

EIR Alternative	2020	2035	2040
Proposed Plan	-24	-50	-52
Main Streets	-24	-51	-54
Big Cities	-22	-48	-51
EEJ	-24	-51	-53

⁵¹ Dill, J., and T. Carr. 2003, Bicycle Commuting and Facilities in Major U.S. Cities: If You Build Them, Commuters Will Use Them – Another Look, *Transportation Research Board* 1828, National Academy of Sciences, Washington, D.C.

Table 28: Per capita CO₂ emissions reductions from 2005 baseline due to expanded bicycle infrastructure (percent)

EIR Alternative	2020	2035	2040
Proposed Plan	-0.03%	-0.05%	-0.05%
Main Streets	-0.03%	-0.05%	-0.05%
Big Cities	-0.03%	-0.05%	-0.05%
EEJ	-0.03%	-0.05%	-0.05%

Appendix D
List of Transportation Control Measures (TCM) Projects

Vehicle Deployment Throughout the Bay Area¹

AC Transit³

TCM A: Regional Express Bus
Regional Express Bus Program
Vehicle Deployment Throughout the Bay Area¹
February 18, 2009

Transit Operator	Vehicle Type	Serial Registration ²	Funds Obligated	Operating Agency	Route	Weekday Service Hours	Weekend Service Hours
Fairfield-Suisun	Over-The-Road	1M8PDMPA13P055949	11/14/2002	Fairfield-Suisun	40 Vacaville/Fairfield to Pleasant Hill/Walnut Creek BART	5:00 AM - 9:57 AM & 3:01 PM - 8:31 PM	
	Over-The-Road	1M8PDMPA83P055950	11/14/2002	Fairfield-Suisun	40 Vacaville/Fairfield to Pleasant Hill/Walnut Creek BART	5:00 AM - 9:57 AM & 3:01 PM - 8:31 PM	
	Suburban	15GCD201731111920	1/27/2003	Fairfield-Suisun - Transferred from SamTrans ⁴	30 Fairfield to Davis/Sacramento	6:08 AM - 7:05 PM	Sat Only 8:03 AM - 4:43 PM
	Suburban	15CGD201931111921	1/27/2003	Fairfield-Suisun - Transferred from SamTrans ⁴	30 Fairfield to Davis/Sacramento	6:08 AM - 7:05 PM	Sat Only 8:03 AM - 4:43 PM
Golden Gate	Over-The-Road	1M8PDMPA53P055680	11/8/2002	Golden Gate	71 Novato/San Rafael/Marin City/San Francisco	6:35 AM - 8:27 PM	Sat Only 6:59 AM - 7:28 PM
	Over-The-Road	1M8PDMPA73P055681	11/8/2002	Golden Gate	71 Novato/San Rafael/Marin City/San Francisco	6:35 AM - 8:27 PM	Sat Only 6:59 AM - 7:28 PM
	Over-The-Road	1M8PDMPA93P055682	11/8/2002	Golden Gate	72 Santa Rosa/Rohnert Park/Cotati/San Francisco	3:54 AM - 8:59 AM & 2:12 PM - 8:05 PM	
	Over-The-Road	1M8PDMPA03P055683	11/8/2002	Golden Gate	72 Santa Rosa/Rohnert Park/Cotati/San Francisco	3:54 AM - 8:59 AM & 2:12 PM - 8:05 PM	
	Over-The-Road	1M8PDMPA23P055684	11/8/2002	Golden Gate	75 Santa Rosa/Rohnert Park/Cotati - Petaluma /Marin Civic Center/San Rafael	5:02 AM - 8:35 AM & 2:59 PM - 7:18 PM	
	Over-The-Road	1M8PDMPA43P055685	11/8/2002	Golden Gate	75 Santa Rosa/Rohnert Park/Cotati - Petaluma /Marin Civic Center/San Rafael	5:02 AM - 8:35 AM & 2:59 PM - 7:18 PM	
LAVTA	Suburban	15GDD271521110872	3/25/2002	LAVTA	70X Pleasanton - Walnut Creek Express	5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM	
	Suburban	15GDD271721110873	3/25/2002	LAVTA	70X Pleasanton - Walnut Creek Express	5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM	
	Suburban	15GDD271921110874	3/25/2002	LAVTA	70X Pleasanton - Walnut Creek Express	5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM	
	Suburban	15GDD271021110875	3/25/2002	LAVTA	70X Pleasanton - Walnut Creek Express	5:09 AM - 9:16 AM & 3:19 PM - 7:42 PM	
NCTPA	Suburban	15GCD201631111911	1/27/2003	SamTrans Transferring to NCTPA on 2/28/09	June 2009 - Calistoga/Yountville/Napa/American Canyon/Baylink Ferry Terminal	5:00 AM-6:30 PM; Peak Only	
	Suburban	15GCD201831111912	1/27/2003	SamTrans Transferring to NCTPA on 2/28/09	June 2009 - Calistoga/Yountville/Napa/American Canyon/Baylink Ferry Terminal	5:00 AM-6:30 PM; Peak Only	
Tri-Delta	Over-The-Road	1M8PDMPA63P055686	11/8/2002	Tri-Delta	300 Express Commuter Service Brentwood/Pittsburg BART	4:15 AM - 9:07 PM	
	Over-The-Road	1M8PDMPA63P055687	11/8/2002	Tri-Delta	300 Express Commuter Service Brentwood/Pittsburg BART	4:15 AM - 9:07 PM	
	Over-The-Road	1M8PDMPA63P055688	11/8/2002	Tri-Delta	300 Express Commuter Service Brentwood/Pittsburg BART	4:15 AM - 9:07 PM	
	Over-The-Road	1M8PDMPA63P055689	11/8/2002	Tri-Delta	300 Express Commuter Service Brentwood/Pittsburg BART	4:15 AM - 9:07 PM	
Vallejo	Over-The-Road	1M8PDMPA13P055627	11/14/2002	Leased to Fairfield-Suisun ⁵	90 Fairfield/EI Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA33P055628	11/14/2002	Leased to Fairfield-Suisun ⁵	90 Fairfield/EI Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA53P055629	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA13P055630	11/14/2002	Leased to Fairfield-Suisun ⁵	90 Fairfield/EI Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA33P055631	11/14/2002	Leased to Fairfield-Suisun ⁵	90 Fairfield/EI Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA53P055632	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA73P055633	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA93P055634	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA03P055635	11/14/2002	Vallejo	78 Vallejo/Benicia/Pleasant Hill BART/Walnut Creek BART	5:00 AM - 8:38 PM	
	Over-The-Road	1M8PDMPA23P055636	11/14/2002	Leased to Fairfield-Suisun ⁵	90 Fairfield/EI Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA43P055637	11/14/2002	Leased to Fairfield-Suisun ⁵	90 Fairfield/EI Cerrito Del Norte BART	4:55 AM - 10:35 PM	
	Over-The-Road	1M8PDMPA83P055639	11/14/2002	Leased to Fairfield-Suisun ⁵	90 Fairfield/EI Cerrito Del Norte BART	4:55 AM - 10:35 PM	
WestCat	Suburban	15GCD211121111974	3/7/2002	WestCat	30Z Hercules Transit Center/Martinez/BART	5:59 AM - 8:03 PM	
	Suburban	15GCD211521111975	3/7/2002	WestCat	30Z Hercules Transit Center/Martinez/BART	5:59 AM - 8:03 PM	
	Suburban	15GCD211121111976	3/7/2002	WestCat	30Z Hercules Transit Center/Martinez/BART	5:59 AM - 8:03 PM	
	Suburban	15GCD201X31111913	1/27/2003	WestCat - Transferred from SamTrans ⁴	LYNX Rodeo/Hercules/San Francisco Transbay Terminal	5:00 AM - 9:45 AM & 3:30 PM - 8:33 PM	
	Suburban	15GCD201131111914	1/27/2003	WestCat - Transferred from SamTrans ⁴	LYNX Rodeo/Hercules/San Francisco Transbay Terminal	5:00 AM - 9:45 AM & 3:30 PM - 8:33 PM	
	Suburban	15GCD201331111915	1/27/2003	SamTrans ⁴	LYNX Rodeo/Hercules/San Francisco Transbay Terminal	5:00 AM - 9:45 AM & 3:30 PM - 8:33 PM	

1. Please note: MTC does not currently have information compiled on cumulative operating hours for all of the TCRP buses. For projects where the buses have been assigned to routes receiving operating funds that are tied to required performance measures, MTC has data compiled on the annual performance of those routes.
2. Each vehicle may be deployed on any of the approved routes listed for each operator.
3. Vehicles are deployed as needed for various routes on weekdays and weekends. All transbay service does not operate on weekends, but all vehicles may be deployed on weekend transbay service.
4. SamTrans REX service was discontinued in 2007 due to low ridership; all 11 TCRP vehicles purchased for the REX service were reallocated to AC Transit, Fairfield-Suisun Transit, WestCat, and NCTPA.
5. Route 90 service was transferred from Vallejo to Fairfield-Suisun Transit in 2006.

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

SPONSOR		PROJECT NAME	AMOUNT
FY 2003-04	Alameda County	ADA Compliant Accessible Ramps	\$ 105,767
FY 2003-04	Alameda County	Tesla Road Bicycle Lanes	\$ 51,000
FY 2003-04	City of Albany	Manor Way Pedestrian Improvements	\$ 22,706
FY 2003-04	City of Berkeley	Bicycle Safety Education	\$ 30,000
FY 2003-04	City of Berkeley	Prepare plan for implementing future	\$ 31,033
FY 2003-04	City of Fremont	Bike Detectors, Bike Logo on Pavement,	\$ 128,989
FY 2003-04	City of Hayward	Installation of Wheelchair Ramps	\$ 84,198
FY 2003-04	City of Livermore	Complete Portion of S. Livermore Valley	\$ 97,301
FY 2003-04	City of Newark	Silliman Activity Center Pedestrian/	\$ 59,158
FY 2003-04	City of Oakland	Bancroft Ave. Bike Lanes (96th - Durant)	\$ 96,000
FY 2003-04	City of Oakland	Citywide Ped. Curb Ramp Program -	\$ 295,266
FY 2003-04	City of Oakland	Lake Merritt 12th St. Dam Ped/Bike	\$ 116,000
FY 2003-04	City of Oakland	Pedestrian Bulb Outs-Highland &	\$ 100,000
FY 2003-04	City of Oakland	Walk/Bike Calif. Conf. - Alameda Co.	\$ 30,000
FY 2003-04	City of Oakland	West City of Oakland Bay Trail	\$ 289,000
FY 2003-04	City of Piedmont	Sidewalk Extension and Curb Cuts	\$ 6,506
FY 2003-04	City of Pleasanton	ADA Compliant Wheelchair Accessible	\$ 38,627
FY 2003-04	City of San Leandro	Install New Curb Cuts & Upgrade	\$ 40,000
FY 2003-04	City of Brentwood	Installation of Wheelchair Ramps	\$ 30,000
FY 2003-04	City of Concord	Iron Horse Trail Rte 242 Undercrossing	\$ 36,000
FY 2003-04	City of Concord	Wren Avenue Ped. Improvements	\$ 45,000
FY 2003-04	Contra Costa County	Bicycle/Pedestrian Safety Education	\$ 21,500
FY 2003-04	Contra Costa County	Olympic Blvd. Ped. Path Phase II	\$ 115,000
FY 2003-04	City of Lafayette	Hough Avenue Sidewalk	\$ 37,000
FY 2003-04	City of Moraga	Rheem Blvd./Moraga Rd. Intersection	\$ 66,100
FY 2003-04	City of Pittsburg	Polaris Drive Bike Facility	\$ 77,500
FY 2003-04	City of San Ramon	Dougherty Road Sidewalk	\$ 25,000
FY 2003-04	Marin County	Bicycle/Pedestrian Bridge	\$ 140,000
FY 2003-04	Mill Valley	Signage Project	\$ 7,200
FY 2003-04	City of Novato	Commuter Bikeway Connection	\$ 402,286
FY 2003-04	City of Novato	Hill Road Path Connection	\$ 60,000
FY 2003-04	City of San Anselmo	Purchase & Install Bicycle Racks	\$ 15,000
FY 2003-04	Napa County	Yountville Cross Rd. Bike Lane	\$ 150,000
FY 2003-04	Yountville	Yountville Cross Rd. Bike Lane	\$ 47,000
FY 2003-04	City of Campbell	Westmont Ave. Improvement Project	\$ 43,192
FY 2003-04	City of Los Altos	Fremont Ave. Sidewalk Phase III	\$ 15,781
FY 2003-04	Los Altos Hills	Paseo Del Roble Pedestrian Bridge	\$ 9,554
FY 2003-04	City of Milpitas	Calaveras Blvd. Sidewalk & Bike Path	\$ 36,895
FY 2003-04	Mountain View	Access Ramp Installation	\$ 24,905
FY 2003-04	Mountain View	Audible Ped. Signal Installations	\$ 16,500
FY 2003-04	Mountain View	Bicycle Path Construction	\$ 13,113
FY 2003-04	Palo Alto	Baffle Replacements: Calif. Ave.	\$ 15,993
FY 2003-04	Palo Alto	Homer Ave. Ped. Bicycle Undercrossing	\$ 293,000
FY 2003-04	Palo Alto	Ped. Walkway Lighted Warning System	\$ 20,000
FY 2003-04	City of San Jose	ADA Wheel Chair Curb & Ramp Install.	\$ 100,000
FY 2003-04	City of San Jose	Certified TDA Fiscal Audit	\$ 9,000
FY 2003-04	City of San Jose	Murdock Park Bridge over San Tomas	\$ 100,000
FY 2003-04	City of San Jose	Ped & Bike Facility Signing & Striping	\$ 100,000
FY 2003-04	City of San Jose	Ped & Bike Safety Education	\$ 50,000
FY 2003-04	City of San Jose	Pedro Street Sidewalk Improvement	\$ 124,434
FY 2003-04	City of San Jose	Street Sidewalk Improvement	\$ 147,435
FY 2003-04	City of Santa Clara	Certified TDA Fiscal Audit	\$ 5,000
FY 2003-04	City of Santa Clara	Install Bike & Ped. Improvements	\$ 61,815
FY 2003-04	City of Santa Clara	Update City's Existing Bike Plan &	\$ 3,900
FY 2003-04	Santa Clara County	Bike Detector @ various Intersections	\$ 58,118

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2003-04	Santa Clara County	Path along McKee Rd. bet Staples Ave.	\$ 50,000
FY 2003-04	City of Saratoga	Saratoga Avenue Walkway Project	\$ 17,254
FY 2003-04	City of Sunnyvale	Calabazas Creek Trail	\$ 50,152
FY 2003-04	San Francisco City and County	Bicycle Projects	\$ 404,000
FY 2003-04	San Francisco City and County	Pedestrian Projects	\$ 300,000
FY 2003-04	City of Half Moon Bay	Construct Rt. 92 Bicycle Lanes and	\$ 485,146
FY 2003-04	City of Pacifica	Milagra Drive Overcrossing at State	\$ 240,000
FY 2003-04	City of San Bruno	Crystal Springs Rd. Traffic Signal	\$ 20,000
FY 2003-04	City of San Mateo	Bikeway Detection Units	\$ 30,000
FY 2003-04	City of San Mateo	Regional Bayfront Trail Upgrade	\$ 150,000
FY 2003-04	South San Francisco	Construct San Francisco Bay Trail	\$ 100,000
FY 2003-04	South San Francisco	Orange Avenue Intersection Improve.	\$ 100,000
FY 2003-04	City of Benicia	Park Road Bike/Ped Improvements	\$ 160,000
FY 2003-04	Solano County	Dixon to Davis Bike Route	\$ 125,000
FY 2003-04	City of Suisun City	Central County Bikeway	\$ 25,000
FY 2003-04	City of Healdsburg	Foss Creek Northwestern Pacific Multi-	\$ 99,695
FY 2003-04	City of Petaluma	Washington Creek Multi-Use Path	\$ 175,000
FY 2003-04	City of Santa Rosa	Sonoma Ave. Bike Lanes Phase II	\$ 50,000
FY 2003-04	Sonoma County	Old Redwood Highway Class II Bike Lanes	\$ 350,000
FY 2004-05	Alameda County	Conduct a planning study & develop	\$ 38,000
FY 2004-05	Alameda County	Conduct bicycle plan study	\$ 59,650
FY 2004-05	Alameda County	Sign & stripe 0.6 miles of 6-foot wide	\$ 100,000
FY 2004-05	City of Berkeley	Contract with a qualified consultant	\$ 34,281
FY 2004-05	City of Berkeley	Educate children about bicycle safety	\$ 30,000
FY 2004-05	City of Fremont	Stripe bike lanes, modify bike lane	\$ 121,168
FY 2004-05	City of Hayward	Design & construct ADA wheel chair	\$ 88,925
FY 2004-05	City of Newark	Design & construct ADA wheel chair	\$ 27,009
FY 2004-05	City of Piedmont	Design & construct ADA wheel chair	\$ 6,852
FY 2004-05	City of Pleasanton	Preserve Golf Course	\$ 75,000
FY 2004-05	City of San Leandro	Install curb ramps, accessible ped.	\$ 41,438
FY 2004-05	City of San Leandro	Install curb ramps, accessible ped.	\$ 50,024
FY 2004-05	City of San Leandro	Install curb ramps, accessible ped.	\$ 8,000
FY 2004-05	City of Antioch	Improve curbs, ramps, crosswalk, signs	\$ 80,000
FY 2004-05	City of Brentwood	Install lighted crosswalk and flashing lights	\$ 31,500
FY 2004-05	City of Concord	Construct 500 ft of 4-to 6-foot wide bike/ped path	\$ 45,000
FY 2004-05	City of El Cerrito	Conduct a planning study for bicycle/ped needs	\$ 26,500
FY 2004-05	City of Lafayette	Construct 125 feet of 5-foot wide	\$ 10,000
FY 2004-05	City of Martinez	Replace the two existing unsafe bridges	\$ 90,000
FY 2004-05	City of Orinda	Develop a Lamorinda Trail Map & install	\$ 28,500
FY 2004-05	City of Pittsburg	Construct Class II and Class III	\$ 51,000
FY 2004-05	City of Pittsburg	Sign & stripe 3600 feet of 13-foot wide	\$ 52,000
FY 2004-05	City of San Pablo	Install bike/ped friendly lighting	\$ 45,100
FY 2004-05	City of Walnut Creek	Construct 2040 feet of asphalt walkway	\$ 95,000
FY 2004-05	Contra Costa County	Construct 344 feet of 4.5-foot wide bike/ped path	\$ 201,000
FY 2004-05	Contra Costa County	Construct 402 feet of 5-foot wide bike/ped path	\$ 158,928
FY 2004-05	Contra Costa County	Provide bicycle & pedestrian safety	\$ 20,000
FY 2004-05	City of San Rafael	Construct 6' wide sidewalk & stripe	\$ 207,710
FY 2004-05	City of Sausalito	Construct 6' wide sidewalk & stripe	\$ 186,290
FY 2004-05	City of Calistoga	Construct 1.0 miles of Class I bike-ped path	\$ 270,881
FY 2004-05	City of Napa	Construct 2.0 miles of Class I bikeway	\$ 149,727
FY 2004-05	City of Campbell	Construct Class II bike lockers at J.D.	\$ 24,308
FY 2004-05	City of Campbell	Widen & regrade bicycle/Pedestrian	\$ 515,600
FY 2004-05	City of Cupertino	Construct 1030' bike path	\$ 107,622
FY 2004-05	City of Gilroy	Complete 881' of Uvas Creek Class I	\$ 50,000
FY 2004-05	City of Gilroy	Refurbish & replace bikeway signs, etc	\$ 10,611

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

SPONSOR		PROJECT NAME	AMOUNT
FY 2004-05	City of Gilroy	Rehabilitate, resurface & stripe 2.5 mile path	\$ 60,666
FY 2004-05	City of Los Altos	Construct approx. 300' of concrete bike path	\$ 27,354
FY 2004-05	City of Los Altos	Replace approx. 2,800 lineal feet of bike path	\$ 17,580
FY 2004-05	City of Los Gatos	Design & construct solution to restore path	\$ 35,000
FY 2004-05	City of Morgan Hill	Install bicycle sensitive detector	\$ 36,000
FY 2004-05	City of Mountain View	Install countdown pedestrian signals	\$ 30,000
FY 2004-05	City of Mountain View	Install curb access ramps at Showers	\$ 2,381
FY 2004-05	City of Mountain View	Install curb access ramps at various	\$ 15,696
FY 2004-05	City of Mountain View	Purchase & install 14 bicycle lockers	\$ 14,506
FY 2004-05	City of Palo Alto	Construct raised pavement pedestrian path	\$ 50,000
FY 2004-05	City of San Jose	Construct 0.66 miles of Class I paved path	\$ 712,131
FY 2004-05	City of San Jose	Design & construct ADA wheel chair improvement	\$ 176,068
FY 2004-05	City of San Jose	Design & construct sidewalk for school	\$ 36,000
FY 2004-05	City of San Jose	Design & install 12' wide asphalt path	\$ 136,821
FY 2004-05	City of San Jose	Install median island ped. Refuge	\$ 185,000
FY 2004-05	City of San Jose	Install sidewalk, ADA curb ramps	\$ 90,000
FY 2004-05	City of San Jose	Provide bicycle & pedestrian safety	\$ 50,000
FY 2004-05	City of San Jose	Stripe crosswalks, paint pavements	\$ 100,000
FY 2004-05	City of Santa Clara	Perform an annual transportation	\$ 5,000
FY 2004-05	City of Santa Clara	Stripe crosswalks & paint pavements	\$ 62,148
FY 2004-05	City of Saratoga	Install continuous curb & gutter	\$ 19,357
FY 2004-05	City of Sunnyvale	Provide gates, signs, fencing and ramps	\$ 27,550
FY 2004-05	Santa Clara County	Construct a 3,300' by 5' walkway	\$ 63,403
FY 2004-05	Santa Clara County	Sign & restripe 8" stripe on shoulders	\$ 121,105
FY 2004-05	SF City/County	Bicycle safety brochures, maps, public education	\$ 31,500
FY 2004-05	SF City/County	Prelim. engineering (plan & design) of bike path	\$ 200,000
FY 2004-05	SF City/County	Purchase & install bicycle racks	\$ 95,000
FY 2004-05	SF City/County	Repair public sidewalks at various locations	\$ 115,000
FY 2004-05	SF City/County	Stripe & sign Class II bike lanes	\$ 188,500
FY 2004-05	City of Benicia	Final design plans, specs & estimate	\$ 124,573
FY 2004-05	City of Suisun City	Constr. 10' wide concrete bike path	\$ 86,000
FY 2004-05	City of Vacaville, Transit	Construct 3400 feet of Class I bike/Ped path	\$ 148,738
FY 2004-05	Solano Transportation Authority (STA)	Build bridge adjacent to existing path	\$ 76,000
FY 2004-05	City of Petaluma	Construction of pedestrian & bicycle path	\$ 54,876
FY 2004-05	City of Rohnert Park	Install 80' long bicycle & pedestrian path	\$ 160,000
FY 2004-05	City of Santa Rosa	Install directional signage & ADA signs	\$ 18,900
FY 2004-05	County of Sonoma	Construct 1.5 miles of Class I Bikeway	\$ 160,000
FY 2004-05	County of Sonoma	Conduct bicycle safety education workshop	\$ 10,000
FY 2004-05	County of Sonoma	Install 27 "Share Road" bicycle sign	\$ 15,000
FY 2004-05	County of Sonoma	Purchase 37 front loading bicycle	\$ 5,000
	San Carlos	Class II bike lanes on Alameda de Las Pulgas and on Brittan Avenue; Class III bike lanes on Old County Road	\$ 20,000
FY 2005-06			
	San Mateo	Design of a pedestrian and bicycle bridge in the vicinity of the Hillsdale interchange of highway U.S. 101	\$ 100,000
FY 2005-06			
	South San Francisco	Bicycle and pedestrian crosswalk and signals at intersection of Spruce Ave. and South San Francisco Linear Park	\$ 150,000
FY 2005-06			
	Half Moon Bay	Construct 6600 foot Class I trail in the right of way of Highway 1 between Highway 92 and Higgins Purisima Rd.	\$ 220,000
FY 2005-06			
	Brisbane	Install 45 feet by 8 feet asphalt cement path adjacent to Shoreline Court; sign and restripe existing Class II bikeway	\$ 25,739
FY 2005-06			

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	South San Francisco	Construct 363 feet by 12 feet asphalt bicycle and pedestrian trail near the Oyster Point Marina	\$ 36,000
FY 2005-06	San Bruno	Construct a Class II bike lane in both directions of Sneath Lane from El Camino Real to Skyline Boulevard	\$ 60,000
FY 2005-06	Daly City	Install bike lanes on Callan Blvd from King Dr to Serramonte Blvd and along Serramonte Boulevard	\$ 82,000
FY 2005-06	Burlingame	Install bike lane directional signs at 52 locations along north-south bicycle routes throughout the city	\$ 17,400
FY 2005-06	Burlingame	Install an in-pavement lighted crosswalk system across Carolan Avenue at Morrell Avenue, including new push buttons	\$ 30,000
FY 2005-06	Menlo Park	Install video detection for bikes at 3 intersections: Willow at Middlefield, Marsh at Bohannon, Marsh at Bay	\$ 44,000
FY 2005-06	San Mateo	Install bridge railing fencing on the north side of the Nineteenth Avenue Bridge over highway U.S. 101	\$ 50,000
FY 2005-06	Menlo Park	Create bicycle lanes on Bay Road between Berkeley Avenue and Willow Road, plus signage	\$ 13,600
FY 2005-06	San Mateo	Install bike detection loops at: 3rd + Claremont, 3rd + Delaware, 4th + Claremont, 4th + Delaware	\$ 40,000
FY 2005-06	Daly City	Install in-pavement lights and warning signs: Park Plaza Dr. north of Belmar, and Mission St. at Evergreen Ave.	\$ 120,000
FY 2005-06	San Mateo	Install pedestrian countdown signal heads at 27 existing signalized intersections throughout the city	\$ 50,000
FY 2005-06	Daly City	Install pedestrian countdown signal heads at 15 signalized intersections; and audible warnings at 11 of them	\$ 20,000
FY 2005-06	Burlingame	Install pedestrian countdown signal heads with audible pedestrian warnings at 8 signalized intersections	\$ 30,900
FY 2005-06	Menlo Park	Create bicycle lanes on Middlefield Road between Willow Road and San Francisquito Creek	\$ 2,400
FY 2005-06	San Mateo	Install in-pavement lighted crosswalks: 5th Ave. at Central Park; Bovet Rd. betw. Borel Ave. and El Camino Real	\$ 110,000
FY 2005-06	South San Francisco	Install pedestrian countdown signal heads at 12 existing signalized intersections throughout the city	\$ 22,000
FY 2005-06	County of San Mateo	Bike detection loops, countdown signal heads with audible warnings, upgrade pedestrian signal actuators	\$ 80,509
FY 2005-06	Sebastopol	Construct .5 mile Class I trail between Joe Rodota trail and Sebastopol Avenue and Morris Street intersection	\$ 51,356
FY 2005-06	Santa Rosa	Construct connector ramp between Joe Rodota trail and Pierson Reach of Prince Memorial Greenway trail	\$ 350,000
FY 2005-06	Windsor	Construct a 950 foot Class I trail within Keiser Park, including bridge crossing a tributary of Starr Creek	\$ 112,000

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	Contra Costa County, Health Services	Provide bicycle and pedestrian safety education to low-income county residents, particularly children	\$ 20,000
FY 2005-06	Concord	Constr't 500 foot Class I trail adjacent to Galindo Crk. + Ygnacio Valley Rd betw. Alberta Way + Pebble Glen Dr	\$ 60,000
FY 2005-06	Lafayette	1030 feet x 5 feet sidewalk Sweet Dr. betw Walnut + Woodview; Woodview Dr. betw. St Mary's + Sweet Drive	\$ 110,000
FY 2005-06	Antioch	Construct curb ramps and sidewalks at Hillcrest Avenue, Somersville Road, "G" Street, and Dallas Ranch Road	\$ 110,000
FY 2005-06	Brentwood	Install pedestrian countdown signal heads + large diameter pedestrian push buttons at 12 signalized intersections	\$ 66,000
FY 2005-06	Contra Costa County, Public Works	Construct 240 feet x 5 feet sidewalk and curb ramps on Camino Tassajara and on Hansen Lane	\$ 20,000
FY 2005-06	Orinda	Replace 12 existing non-compliant curb ramps in downtown Orinda with ADA compliant ramps	\$ 45,000
FY 2005-06	San Pablo	Install in-pavement lighted crosswalks: Market Avenue at 21st St.; 23rd St. at Wilcox Ave.; 23rd St. at Stanford Ave.	\$ 180,000
FY 2005-06	Brentwood	Restripe Minnesota Ave. bike lane; install lighted crosswalk; construct 1300 feet of sidewalk, curb and gutter	\$ 31,000
FY 2005-06	San Francisco	Public sidewalk repair and reconstruction	\$ 180,000
FY 2005-06	San Francisco	Preliminary engineering of curb ramps	\$ 270,000
FY 2005-06	San Francisco	Safety brochures, maps, public outreach concerning bicycle pavement arrows, hotline, and bicycle safety advertising	\$ 45,000
FY 2005-06	San Francisco	Purchase and install bicycle racks at various locations in San Francisco as requested by the public	\$ 100,000
FY 2005-06	San Francisco	Stripe and sign bike lanes: Conservatory Drive East, San Jose Avenue ramps, Townsend Street, and elsewhere	\$ 305,000
FY 2005-06	Berkeley	Bicycle & Pedestrian Injury Prevention Program	\$ 30,000
FY 2005-06	Berkeley	Ninth Street Bicycle Boulevard extension (Project from FY01/02)	\$ 135,000
FY 2005-06	Oakland	ADA Compliant Wheelchair Accessible Ramps (Project Completed FY01/02)	\$ 294,548
FY 2005-06	Oakland	Laurel Pedestrian Project, Phase I (Project Completed FY01/02)	\$ 200,000
FY 2005-06	Oakland	MacArthur Blvd. Bicycle Lane Design (Project Completed FY01/02)	\$ 55,000
FY 2005-06	Oakland	Grand Avenue Transit and Pedestrian Improvements (Project from FY 04/05)	\$ 245,847
FY 2005-06	Oakland	ADA Compliant Wheelchair Accessible Ramps Program	\$ 121,144
FY 2005-06	Oakland	Market Street Bikeway	\$ 165,000
FY 2005-06	Oakland	Bancroft Bikeway Gap Closures	\$ 25,000
FY 2005-06	Piedmont	ADA Wheelchair Accessible Ramps and Pedestrian enhancements at Rose/Arroyo & Grand Ave	\$ 8,353
FY 2005-06	Hayward	ADA Wheelchair Accessible Ramps	\$ 109,309

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	San Leandro	Pedestrian Accessibility Improvements & Sidewalk Gap Closures	\$ 74,177
FY 2005-06	Fremont	Citywide ADA Compliant Wheelchair Accessible Ramps	\$ 158,067
FY 2005-06	Newark	History Center Complex Sidewalks and ADA Wheelchair Accessible Ramps	\$ 33,072
FY 2005-06	Union City	San Francisco Bay Trail Specific Plan (Project Completed FY01/02)	\$ 63,585
FY 2005-06	Dublin	Bicycle Master Plan	\$ 45,144
FY 2005-06	Livermore	Chestnut and N. P Street Bicycle Lanes	\$ 113,044
FY 2005-06	Alameda Co. Congestion Management Agency	Alameda Countywide Bicycle Master Plan	\$ 20,000
FY 2005-06	County of Alameda	Pedestrian Safety Improvements in the vicinity of Schools	\$ 75,775
FY 2005-06	County of Alameda	Pedestrian Safety Improvement Projects - Sidewalk Improvements	\$ 75,600
FY 2005-06	County of Alameda	Restriping Bicycle Lanes Along Various Roadways	\$ 30,000
FY 2005-06	Benicia	Stripe and sign bike lanes: Military East between East 5th Street and Park Road	\$ 25,000
FY 2005-06	Fairfield	Design McGary Road segment of Solano Bikeway Extension and complete extension feasibility study	\$ 100,000
FY 2005-06	Suisun City	Construct curb ramps and sidewalks at Whispering Bay Lane and Francisco Dr.	\$ 5,400
FY 2005-06	Suisun City	Replace existing non-compliant curb ramps in downtown Suisun City with ADA compliant ramps	\$ 11,856
FY 2005-06	Solano County	Reconstruct deck and railings, seismic retrofit, lighting and pathways to railroad trestle bridge over Putah Creek	\$ 180,000
FY 2005-06	Campbell	Implement bike lanes on Harriet Ave and Union Ave, Replace Los Gatos creek bridge, and widen Campbell Ave bridge	\$ 27,859
FY 2005-06	Campbell	Design and construct sidewalk and bike lanes and edge striping, curb and gutter along Westmont Avenue	\$ 39,992
FY 2005-06	Campbell	Widen Campbell Ave. bridge over Los Gatos Creek for bike lane and sidewalk; and reconstruct sidewalk under SR 17	\$ 240,000
FY 2005-06	Cupertino	Construct pedestrian and bicycle bridge across Interstate 280 along Mary Avenue between Homestead Rd and Meteor Dr	\$ 38,361
FY 2005-06	Los Altos Hills	Replace pedestrian bridge adjacent to the Foothill College entrance road connecting to El Monte Road	\$ 11,310
FY 2005-06	Los Gatos	Replace existing College Avenue sidewalk and fencing; and repair Los Gatos Creek Trail footbridge decking	\$ 20,000
FY 2005-06	Milpitas	Install ADA pedestrian ramps with truncated dome landings along suggested routes to schools	\$ 47,112
FY 2005-06	Morgan Hill	Identify where additional bicycle and pedestrian trails can be established adjacent to creeks and streams	\$ 32,000
FY 2005-06	Mountain View	Bicycle boulevard from Mayfield Mall area to Stevens Creek Trail, including signs, markings and signal modifications	\$ 25,000

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	Mountain View	ADA Compliant Wheelchair Accessible Ramps Program	\$ 17,000
FY 2005-06	Mountain View	Produce bicycle and pedestrian education and awareness materials, and a new bike map and multilingual flyers	\$ 5,000
FY 2005-06	Mountain View	Install "bikes wrong way" signs on existing poles along California Street and adjacent streets	\$ 5,217
FY 2005-06	Palo Alto	Bicycle boulevard along Maybell Ave and Donald Dr.: signs, markings, speed tables, & median refuge islands	\$ 75,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to improve access to Lynhaven Elementary School	\$ 90,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to fill gap on Borina Ave. at Saratoga Ave.	\$ 70,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to improve access on both sides of Yerba Buena Road at Thompson Creek	\$ 47,000
FY 2005-06	San Jose	Install sidewalk, curb, gutter and ADA ramps on Carola Avenue at Clarita Avenue	\$ 110,000
FY 2005-06	San Jose	Install sidewalk, curb, gutter, pedestrian crossing and median island to provide access to Penitencia Creek County Park	\$ 62,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter on Senter Road at Burke Street	\$ 58,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to improve access to Toyon Elementary School	\$ 45,000
FY 2005-06	San Jose	Citywide ADA Compliant Wheelchair Accessible Ramps	\$ 100,000
FY 2005-06	San Jose	Sign and stripe bicycle and pedestrian facilities, including bike lanes, bike routes, crosswalks, and bike paths	\$ 58,397
FY 2005-06	San Jose	Provide bicycle and pedestrian safety education to elementary school children and adults, purchase educational material	\$ 35,000
FY 2005-06	Santa Clara	Install and maintain bicycle and pedestrian facilities, including bike lanes, bike routes, crosswalks, and bike paths	\$ 78,180
FY 2005-06	Saratoga	Acquire right-of-way to upgrade UPRR railroad crossing in a bulb configuration to allow bicycles to cross at 90 degrees	\$ 95,000
FY 2005-06	Sunnyvale	Improve Calabazas Creek Trail with additional gates, signs, fences, ramp modifications, and a bridge across creek	\$ 182,048
FY 2005-06	County of Santa Clara	Restripe four co. expressways' shoulders with 8 inch stripes and sign to allow functioning as bicycle shoulder	\$ 50,000
FY 2005-06	Brentwood	Crosswalk and sidewalk improvements on Minnesota Avenue between Deer Creek and Sand Creek	\$ 31,000
FY 2005-06	Union City	Construct 1750 feet by 15 feet textured decorative concrete sidewalks plus 5 foot bike lanes on both sides of 11th Street	\$ 53,142
FY 2005-06	TAM	Update and complete bicycle and pedestrian master plans countywide and for cities and towns in Marin County	\$ 160,000

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	Campbell	Construct bike lanes on Harriet Avenue north of Westmont Avenue and on Union Avenue south of Campbell Avenue	\$ 24,308
FY 2005-06	Larkspur	Design + construct 13 ft wide Class I bike/pedestrian path and modify signals on Magnolia Ave. + Doherty Dr	\$ 136,668
FY 2005-06	County of San Mateo	Develop bike route data for GIS, integrate into countywide GIS files, and maintain bike route GIS data	\$ 40,000
FY 2005-06	City of Napa	Class I path along Napa Valley Wine Train right of way between Redwood Rd/SR 29 and Vallejo St/Soscol Av	\$ 85,271
FY 2005-06	American Canyon	Construct bike lanes and Class I trail adjacent to Commerce Boulevard	\$ 34,729
		Total	\$ 21,785,915

TCM C: Transportation for Livable Communities

FY 2004-05 MTC TLC Planning Program

Project Sponsor	Project Title	TLC Grant
Alameda County		
City of Oakland	Revitalizing Foothill / Seminary: A Model for Oakland's Regional Transit Streets	\$ 75,000
City of Berkeley	Downtown Berkeley BART Plaza and Transit Area	\$ 75,000
Contra Costa County		
City of Lafayette	BART-Downtown Lafayette Pedestrian Linkages Project	\$ 20,000
San Francisco County		
San Jose/Guerrero Coalition to Save Our Streets	The San Jose/Guerrero Neighborhood Plan	\$ 75,000
San Mateo County		
Redwood City	Transit Station Sub-area Precise Plan	\$ 71,760
SamTrans	Transforming the El Camino Real to Link Caltrain Stations with Vibrant Downtowns in Redwood City, San Carlos and Belmont	\$ 63,840
Santa Clara County		
City of Sunnyvale	Murphy Avenue Streetscape Revitalization	\$ 75,000
Sonoma County		
City of Santa Rosa	Downtown Pedestrian Linkages Study	\$ 44,400
Total		\$ 500,000

FY 2004-05 MTC TLC Capital Program

Project Sponsor	Project Title	TLC Grant
City of Oakland, CEDA	Revive Chinatown – Phase 1	\$ 2,200,000
City of Union City	Union City Intermodal Station –Pedestrian connections and New East Plaza	\$ 1,124,000
Public Works Dept.		
Richmond Redevelopment Agency	Richmond Transit Village: Intermodal Transit Station	\$ 1,581,000
County of Marin	Cal-Park Hill Tunnel Rehab and Class I Bikeway	\$ 1,500,000
City of Gilroy	Monterey Streetscape Improvements – Fourth Street to Sixth Street	\$ 2,500,000
City of Morgan Hill	Morgan Hill – Depot Street Capital Improvements	\$ 2,627,000
Bay Area Rapid Transit District	Daly City BART- St. Charles Pedestrian & Bike Project	\$ 501,000
City & Co. of San Francisco	Broadway Streetscape Improvements Project – Phase II	\$ 2,000,000
Dept. of Public Works		
City of South San Francisco	BART Linear Park-Huntington Avenue to Orange Avenue	\$ 1,933,000
City of Vallejo	Vallejo Station Pedestrian Links	\$ 2,071,000
City of Petaluma/Eden Housing Inc.	Downtown River Apts Riverwalk and Streetscape Improvements	\$ 358,000
Total		\$ 18,394,000

Contingency Projects

City of Union City	Union City Intermodal Station – West Plaza Enhancements	\$ 1,713,500
Public Works Dept.		
City of Oakland, CEDA	MacArthur Transit Hub Streetscape Improvement Project	\$ 1,918,000
Town of Los Gatos	Streetscape & Gateway	\$ 2,400,000
Parks & Public Works Dept.		
City of San Leandro	East 14 th Street South Area Revitalization Project – La Palma District	\$ 1,600,000
Community Dev. Dept.		
County of Contra Costa Redevelopment Agency	North Richmond Third Street Upgrades	\$ 1,966,000

TCM C: Transportation for Livable Communities

FY 2005-06 Marin County TLC Capital Program

Project Sponsor	Project Title	TLC Grant
Town of Fairfax	Center Boulevard Streetscape Redesign Project	\$ 500,000
County of Marin	Fireside Pedestrian and Traffic Safety Project	\$ 198,906
Town of Corte Madera	Bayside Trail Improvement Project	\$ 371,826
Total		\$ 1,070,732

FY 2005-06 Alameda County TLC Capital Program

Project Sponsor	Project Title	TLC Grant
City of Oakland	Coliseum BART Streetscape	\$ 500,000
City of Oakland	Oakland Coliseum Pedestrian Walkway	\$ 885,000
City of Oakland	W. Oakland Transit Village Streetscape Project	\$ 1,300,000
City of Oakland	MacArthur Entry Plaza & 40th Streetscape Project	\$ 1,147,000
City of Berkeley	Ashby/Ed Roberts Bicycle/Pedestrian Improvements	\$ 1,200,000
City of Union City	Pedestrian/Bicycle Improvements	\$ 2,000,000
Total		\$ 7,032,000

FY 2005-06 Sonoma County TLC Capital Program

Project Sponsor	Project Title	TLC Grant
City of Petaluma	Petaluma Blvd. Pedestrian Enhancements	\$ 485,000
City of Rohnert Park	Rohnert Park City Center Drive Improvements	\$ 1,150,000
Town of Windsor	Windsor Pedestrian Enhancements & Traffic Calming	\$ 235,000
Sonoma County Reg'l Parks	Sonoma County Santa Rosa Creek Trail	\$ 550,000
Town of Windsor	Windsor Old Redwood Hwy Pedestrian Linkages	\$ 338,000
Sonoma County Reg'l Parks	Sonoma County Bodega Bay Bicycle & Pedestrian Trail	\$ 535,000
City of Santa Rosa	Santa Rosa Courthouse Square Off-Site Improvements & Gateway Street	\$ 1,000,000
Total		\$ 4,293,000

Grand Total	\$ 31,289,732
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TCM D: Additional Freeway Service Patrol

The Bay Area FSP is a joint project of the Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE), the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). The service is provided by private tow truck companies, selected through a competitive bid process, under contract to MTC SAFE. During the hours of operation, the vehicles and drivers are exclusively dedicated to patrolling their freeway beat. The program is intended to augment the MTC SAFE network of motorist-aid call boxes in the nine Bay Area counties.

Current Profile (as of February 2009)

A fleet of 83 trucks patrols some 550 miles of the Bay Area's freeways. Patrol routes are selected based on several factors, including a high rate of traffic and congestion, frequent accidents or stalls, and lack of shoulder space for disabled vehicles.

The FSP tow trucks operate primarily during morning and afternoon commute hours, generally from 6 a.m. to 9 a.m. or 10 a.m. and from 3 p.m. to 6 p.m. or 7 p.m., Monday through Friday. Weekend service is provided in Napa, as well as seasonally along Highway 17, and in some other locations on Sunday.

FSP tow trucks are equipped for nearly any contingency. In addition to the standard auto repair and towing equipment, they carry 5 gallons of diesel fuel, 5 gallons of unleaded gasoline, and 5 gallons of water, as well as an external speaker and public address system.

Funding

The tow trucks are financed with federal, state and local moneys. Local funds come from the MTC SAFE, which is financed by a \$1 annual vehicle registration fee in participating counties. The service costs approximately \$7 million a year to operate. Another \$2 million is invested in sophisticated communications equipment, including an automatic vehicle location system that enables CHP and Caltrans to monitor the location of the trucks and improve dispatching efficiency.

Implementation Plan

See the attached Implementation Plan, which is also available at:
http://www.fsp-bayarea.org/implementation_plan/lplan.pdf

BAY AREA FREEWAY SERVICE PATROL PROGRAM
IMPLEMENTATION PLAN

Revised 06/01/07

BEAT ID	CONTRACTOR	LOCATION		BEAT LIMITS	CALTRANS ONE WAY LENGTH (IN MILES)	START DATE	ENDING DATE	WEEKDAYS			SUNDAY PM SHIFT	# OF TOW TRUCKS	# OF PICKUP TRUCKS	# OF FLATBED TRUCKS	# OF BACKUP TRUCK	NOTES	TOTAL CONTRACT HOURS	BEAT ID
		COUNTY	ROUTE					AM SHIFT	MIDDAY SHIFT	PM SHIFT								
1	Redhill Towing	ALA	980	Interstate 580 to Interstate 880	2.03	07/01/07	07/26/09	6:00-10:00		15:00-18:30	13:00-19:00	2	1			b	12,395	1
		ALA	880	7th Street to Jackson Street	2.04													
		ALA	24	Interstate 580 to Contra Costa County Line	4.39													
		CC	24	Contra Costa County Line to Oak Hill Road	6.25													
		CC/ALA	13	State Route 24 to Redwood Avenue	(4.23)											e		
2	A-One Towing Service	ALA	80	Powell Street to Contra Costa County Line	4.25	07/01/07	07/26/09	6:00-10:00	10:00-15:00	15:00-19:00	13:00 - 19:00	2	1		1	a, b, c	15,755	2
		CC	80	Alameda County Line to San Pablo Dam Road	4.34													
		ALA/CC	580	Interstate 80 to Western Drive/Pt. Molate	6.01													
3	Palace Garage	ALA	880	Alvarado-Niles Road to State Route 238	7.66	06/25/07	06/26/11	06:00-10:00		15:00-19:00	13:00-19:00	2				b,c	17,132	3
		ALA	92	Interstate 880 to Clawiter Road	1.91													
4	Palace Garage	ALA	880	Broadway to State Route 238	10.55	07/01/07	07/26/09	6:00-10:00		15:00-19:00	13:00-19:00	2	1			b	13,170	4
		ALA	238	Interstate 880 to Interstate 580	2.11													
5	K&S Tow	CC	680	Stone Valley Road to Marina Vista Road	13.89	07/02/07	07/04/11	06:00-09:00		14:00-18:30		2	1		1	b	22,523	5
		CC	24	Oak Hill Road U/C to Interstate 680	2.87													
6	B&A Body Works & Towing	SM	101	State Route 92 to SF City Limit/101 to Foster City Boulevard	14.23	07/01/07	07/05/09	6:00-10:00	10:00-15:00	15:00-19:00		2	2			a, b	18,754	6
		SM	92	Interstate 101 to Foster City Boulevard	1.47													
7	Redhill Towing	MRN	101	Alexander to 3rd Street/Irwin Street (Central San Rafael Exit)	10.28	07/03/05	07/06/08	6:00-10:00		15:00-19:00	13:00 - 19:00	2			1	b, c	13,090	7
		MRN	580	Highway 101 to Interstate 580 San Quentin	1.60													
8	Campbell's Towing	SCL	101	Blossom Hill Road to Ellis Street	18.40	07/01/07	07/05/09	6:00-10:00		15:00-19:00	13:00 - 19:00	2	2		1	b, c	16,808	8
		SCL	237	Highway 101 to Lawrence Expressway	2.12													
9	Campbell's Towing	SCL	280	Interstate 680/Highway 101 to Foothill Exp.	11.45	06/11/07	06/10/11	6:00-10:00		15:00-19:00		3	1		1	b	32,032	9
		SCL	85	Junction Route 280 to El Camino Real	3.3													
		SCL	87	State Route 85 to Hwy. 101	9.22													
10	Sunrise Enterprise 87	SCL-SM	101	Ellis Street to State Route 92	17.44	06/11/07	06/10/11	6:00-10:00		15:00-19:00		2	1			a, b	24,024	10
		SCL	92	Junction Route 101 to El Camino Real	0.93													
11	B&A Body Works & Towing	SF	101	Cesar Chavez to San Mateo Co. Line	2.92	06/11/07	06/12/11	6:00-10:00	10:00-15:00	15:00-19:00	10:00-16:00	2				a, b,c	22,473	11
		SF	280	San Mateo Co. Line to Highway 101	4.34													
		SM	101	Harney Way to San Francisco Co. Line	0.41													
		SM	280	Geneva/Ocean Avenue to San Francisco Co. Line	1.77													
		SF	280	Highway 101/Interstate 280 Interchange to Sixth Street	(3.2)													
		SF	80	Cesar Chavez to Interstate 80/Fourth Street	(1.5)													
12	Ken Betts Towing	CC	80	San Pablo Dam Road to Cummings Skyway	8.39	07/09/07	07/10/11	6:00-10:00	10:00-15:00	15:00-19:00	13:00-19:00	2				a, b, c	22,473	12
13	Bill's Towing	MRN	101	Interstate 580 to Junction Route 37	9.13	06/25/07	06/26/11	6:00-10:00		14:30-18:30	13:30-18:30	2				b, c	17,282	13
14	All Ways Tow & Transport	ALA	880	Mowry Avenue to Alvarado Niles Road	5.84	07/01/07	07/24/09	6:00-10:00		15:00-19:00		2				b	8,272	14
		ALA	84	Thornton Avenue to Interstate 880	2.26													
15	Yarbrough Bros. Towing	SON	101	Wilfred Avenue to River Road	10.8	07/02/07	07/01/11	6:30-9:30		15:30-18:30		1					6,006	15
16	Lima Tow	SCL	17	Junction Route 9 to Summit Road	7.07	07/09/07	07/10/11	6:30-9:30		15:30-18:30	See separate beat 16/SC schedule	1				b, c, f	7,974	16
17	Sierra Hart	SOL	12	Interstate 80 to Napa Co. Line	2.95	07/23/07	07/24/11	6:00-10:00		15:00 -19:00	8:00-16:30 Sat. & Sun.	1 wkdy, 2 wknd			1 wkdy		15,573	17
		NAP	12	Napa Co. Line to Sonoma Co. Line	11.60													
		NAP	29	State Route 37 to Oakville Cross Road	24.0													
		SON	12	Sonoma Co. Line to Junction 116	4.90													
		NAP	29	Oakville Cross Road to State Route 128	(1.8)													
18	All Ways Tow & Transport	SCL	880	Junction Route 237 to Alameda County Line	2.08	07/01/07	07/10/09	6:00-10:00		15:00-19:00		2				b	8,112	18
		ALA	880	SCL County Line to Mowry Avenue	7.18													
19	Lima Tow	SCL	880	Junction Route 237 to Junction Route 17	8.42	07/01/07	07/10/09	6:00-9:00		15:00-19:00		2	1			b	10,647	19
		SCL	17	Junction Interstate 880 to Junction Route 9	6.88													
		SCL	237	Junction Interstate 880 to Lawrence Expressway	4.70													
20	Nelson's Tow	SM	280	Geneva/Ocean Avenue to Interstate 380	8.18	07/01/07	07/10/09	6:30-9:30		15:00-18:00		2				b	6,084	20
		SM	380	Interstate 280 to Highway 101	1.67													
21	Matos Towing & Transport	ALA	680	Scott Creek to Alcosta Boulevard	21.35	07/01/07	07/10/09	5:30-9:30		15:00-19:00		1	1	1	1	b	12,168	21
22	Palace Garage	ALA	580	Vasco Road to Santa Rita	8.25	07/23/07	07/24/11	5:30-9:30		15:30-19:00	13:00-19:00	2	1			b, c, d	25,685	22
		ALA	580	Grant Line Road to Vasco Road	8.23													
23	Campbell's Towing	SCL/ALA	680	Highway 101 to Scott Creek Road	10.17	07/01/07	07/10/09	5:30-9:30		15:00-19:00		2				b	8,112	23
24	Roadrunner Tow	SOL	680	Interstate 80 to Junction 780	14.30	07/23/07	07/22/11	6:00-9:00		15:30-18:30		1				g	6,036	24
		SOL	780	Junction 680 to Junction 80	6.42													
25	B&D Towing	CC	4	Hillcrest Avenue to Pacheco Blvd.	20.39	07/01/07	07/17/09	5:30-9:30		15:30-19:00		2	1			b	11,520	25
		CC	242	State Route 4 to Interstate 680	3.4													
26	A-One Tow Service	ALA	580	Harrison Street/Oakland Avenue to Junction Route 238	13.47	07/01/07	07/17/09	6:30-9:30		15:30-18:30		1		1		b	6,144	26
		ALA	13	Redwood Avenue to Interstate 580	(0.0)													
27	Palace Garage	ALA	580	Santa Rita Road to Junction 238	12.86	06/25/07	06/26/11	6:00-9:30		15:30-18:30	13:00-19:00	2	1			b,c	21,020	27
28	Bill's Towing	MRN/SON	101	State Route 37 to East Washington Boulevard	13.1	07/01/07	07/17/09	5:30-9:30		15:30-18:30		1				b	3,584	28
29	Roadrunner Tow	SOL	80	Magazine Street to Abernathy Road	14.04	07/09/07	07/10/11	6:00-9:00		15:30-18:30	13:00-19:00	2				b, c, h	15,020	29
30	Nelson's Tow	SM	92	State Route 1 to Highway 280	8.03	07/23/07	07/22/11	6:00-9:30		15:30-18:30		2				b	13,013	30
		SM	280	Interstate 380 to State Route 92	10.20													
		SM	92	Interstate 280 to Highway 101	4.83													
31	Campbell's Towing	SCL	101	Blossom Hill Road to East Dunne Avenue	12.6	07/01/07	07/19/09	6:00-9:00		16:00-19:00	13:00 - 19:00	2				b, c	6,900	31
32	Dick's Automotive Transport	SCL	85	Interstate 280 to Cottle Road	16.48	07/01/07	07/17/09	6:00-9:00		16:00-19:00		2				b	6,144	32
33	Yarbrough Bros. Towing	SON	101	East Washington Boulevard to Wilfred Avenue	10.26	07/24/05	07/20/08	6:00-9:00		15:30-18:30		1				b	4,482	33
34	Vacaville Tow	SOL	80	Abernathy Road to I-505 Vaca Valley Road	12.54	07/09/07	07/10/11	6:00-9:00		15:30-18:30	13:00-19:00	2				b, c, h	15,020	34
35	Palace Garage	CC	680	Alcosta Boulevard to Stone Valley Road	10.36	07/09/07	07/08/11	6:00-9:00		15:00-18:30		1				b	6,507	35
36	Ken Betts Towing	CC	4	Interstate 80 to Pacheco Blvd.	11.8	07/23/07	07/22/11	6:00-9:30		15:30-19:00		1					7,007	36
37	Vacaville Tow	SOL	80	Junction I-505 to Richards Blvd.	16.4	07/23/07	07/24/11	6:00-9:00		15:30-18:30	13:00-19:00	2				b, c, h	15,032	37
					539.67							65 wkdy, 66 wknd	15	2	8 wkdy, 7 wknd		493,973	

TCM E: Transit Access to Airports

BART to San Francisco International Airport:

S. San Francisco: From Colma BART station to the new SFO station; Extend BART system to the San Francisco International Airport.

BART Fares and Schedules

The latest BART fares and schedules (as of January 2008) can be found at:
<http://www.bart.gov/guide/brochures.aspx>

Service Adjustments

See attached document for service adjustments overtime since June 2003 through December 2006.

SFO Service Changes Over Time

Below is a list and description of service changes that have been implemented since the San Francisco Extension opening on June 22, 2003 through December 31, 2006. Some of these changes are major system changes. Other changes are more minor involving train sizing.

June 22, 2003 - SFO Initial Service

Bay Point trains provide service to Millbrae during all hours of operation, all week. Dublin trains provide service to the San Francisco Airport (SFO) during all hours of operation, all week. These routes operate on 15 minute headways during the weekday, and on 20 minute headways during evenings and on weekends. A shuttle train provides service between Millbrae and SFO on 20 minute headways during all hours of operation, all week. In addition to the base 15 minute service, three AM peak period rush trains provide service from Bay Point to Daly City, then operate express from Daly City to SFO. These three trains return during the evening peak period and operate express from SFO to Daly City, then on to Bay Point.

1. Direct service to/from Millbrae and direct service to/from SFO
2. Peak rush trains provide Bay Point line passengers direct service to/from SFO during the peak periods
3. 20 minute shuttle does not synch with the 15 minute base service during the day

February 9, 2004

Bay Point trains provide direct service to SFO, then continue to Millbrae. On the return trip these trains follow the same route back to Bay Point. This service route has been called the "Reverse L" service because the shape of the service on the SFO extension resembles a backward or reverse "L" shape. During the 3-1/2 hour AM and PM peak period on weekdays, Richmond trains provide direct service to Millbrae, then continue to SFO. On the return trip these trains follow the same route back to Richmond. This service route is referred to as the "L" service. The Richmond trains do not operate on the weekend. When the Richmond trains are operating on the extension during the week the Bay Point trains terminate at SFO and do not continue to Millbrae. At all other times (off-peak, evenings and weekends) the Bay Point trains complete the "Reverse L" service pattern. There are no other direct peak period rush trains. Service during the day (and during the peak rush) is 15 minutes, while evenings and weekends operate at 20 minute headways.

1. Provides for direct service on all extension routes to Millbrae and SFO, no need to transfer
2. 20 minute shuttle (during normal 15 minute service) replaced by 15 minute direct trains
3. During off-peak, evenings and weekends, direct service to Millbrae is through the SFO station

March 8, 2004

Train sizing adjustments: Train 361 increased from 4 to 5-car train off-peak. Train 441 changed to 10-car peak size for all PM trips instead of breaking to 5-car train on last trip. Other minor adjustments were made to the 200s and 500s.

September 13, 2004

Bay Point trains provide direct service to SFO, then continue to Millbrae. This service provides "Reverse L" service and operates during all hours of operation, all week. During the 3 hour AM and PM peak period on weekdays, Richmond trains provide direct service to SFO, then continue to Millbrae in a "Reverse L" service configuration. During the 3 hour AM and PM peak period (weekdays only) the Richmond and Bay Point trains both provide service directly to and from Millbrae/SFO. The Richmond trains do not operate on the weekend. Service during the day on each route (and during the peak rush) is 15 minutes, while evenings and weekends operate at 20-minute headways.

1. Provides for direct service on all extension routes to Millbrae and SFO, no need to transfer

2. During all hours, direct service to Millbrae is through the SFO station (but is effectively every 7.5 minutes during the 3 hour AM and PM peak periods)

December 13, 2004

Train sizing adjustments were made to better match capacity with demand, generally to shorter trains.

April 23, 2005

Train sizing adjustments: The 300 series trains on Saturday were increased from 8 to 9-car trains.

June 13, 2005

Train lengths were generally shortened to an 8-car plan in two phases, in June and August, 2005, with peak size trains running all day on the Bay Point line.

August 15, 2005

Second phase of implementing the "8-car" plan.

September 12, 2005

Dublin trains provide direct service to SFO, then continue to Millbrae in a "Reverse L" service configuration. Only the Dublin trains will provide service to the extension on weekdays and weekends. Richmond and Bay Point trains will truncate at Daly City. Service during the day (and during the peak rush) is 15 minutes, while evenings and weekends operate at 20-minute headways. Although direct service from Bay Point has been replaced with this new service, the transfer time from a Bay Point base train to SFO train (from Dublin) is only 3-4 minutes in each direction.

September 22, 2005

Extend service from Richmond and lengthen trains. Up to six consists will be lengthened from 4 to 8-car trains. Richmond trains to Daly City will be extended to Colma for two hours in the morning and two hours in the evening.

October 10, 2005

The following adjustments were made:

Weekday

100s - three trains lengthened
200s - one train lengthened, Make/Break timing changed
300s - several trains lengthened with a few trains reduced in size
400s - one train lengthened
500s - No change since September 22, 2005 (Make/Break timing)

Saturday

300s - some trains lengthened

Sunday

300s - some trains lengthened

December 5, 2005

The following adjustments were made:

Weekday

100s – 115 becomes the last AM Break train
300s – Train 323 and 363 increased from 8-car to 9-car trains

Saturday

200s – All trains are now 6-car trains during the day

January 30/31, 2006e

The following adjustments were made:

Weekday

100 Series Trains (net +1)

Train 101 +1 (9 to 10 cars) peak increase

Train 115 off peak increase 4 to 5 cars

200 Series Trains (net 0)

No change

300 Series Trains (net -2)

Train 365 off peak decrease only on dispatches of 20:58, 22:19, and 23:38

Train 367 +1 (9 to 10 cars) off peak decrease only on dispatches of 21:18, 22:39, and 24:00

Train 371 -1 (10 to 9 cars)

Train 377 -1 (10 to 9 cars)

Train 381 -1 (10 to 9 cars)

Train 331 -2 (10 to 8 cars)

Train 335 +2 (8 to 10 cars)

400 Series Trains (net +2)

Train 443 -1 (9 to 8 cars) for AM peak period only

Train 445 +1 (8 to 9 cars)

Train 453 -1 (9 to 8 cars) for PM peak period only

Train 455 +2 (8 to 10 cars) and off peak increase 4 to 5 cars

500 Series Trains (net +10)

Train 501 +1 (8 to 9 cars) peak increase and off peak increase 4 to 5 cars

Train 503 +1 (8 to 9 cars) peak increase and off peak increase 4 to 5 cars

Train 505 +1 (8 to 9 cars) peak increase

Train 507 +1 (8 to 9 cars) peak increase

Train 509 +1 (8 to 9 cars) peak increase

Train 511 +1 (8 to 9 cars) peak increase

Train 513 +1 (8 to 9 cars) peak increase and off peak decrease 8 to 5 cars

Train 519 +1 (8 to 9 cars) peak increase

Train 521 +1 (8 to 9 cars) peak increase and off peak increase 4 to 5 cars

Train 523 +1 (8 to 9 cars) peak increase

Saturday

100s – no change

200s – no change

300s – All 8-car trains are now 9-car trains

400s – no change

500s – Four trains increased from 4 to 5-cars (501, 505, 511, and 515)

Sunday

200s – no change

300s – no change

500s – All trains 9-car midday and some offpeak increased from 4 to 5-cars (503, 505, and 515)

Appendix E

Methodology for Bay Area Conformity Determinations



Winston H. Hickox
Agency Secretary

Air Resources Board

Alan C. Lloyd, Ph.D.
Chairman

1001 I Street • P.O. Box 2815 • Sacramento, California 95812 • www.arb.ca.gov



Gray Davis
Governor

November 30, 2001

Mr. Wayne Nastri
Regional Administrator
U.S. Environmental Protection Agency
Region IX
75 Hawthorne Street
San Francisco, California 94105

Dear Mr. Nastri:

The Air Resources Board (ARB/Board) hereby transmits the Bay Area emission factor model (SF Bay Area-EMFAC 2000) to the U.S. Environmental Protection Agency (U.S. EPA) for approval and use in the 2001 San Francisco Bay Area State Implementation Plan (Bay Area SIP) and subsequent Bay Area conformity determinations.

SF Bay Area-EMFAC 2000 is tailored specifically to the San Francisco Bay Area. The emission factors contained in SF Bay Area-EMFAC 2000, along with updated activity data from the Metropolitan Transportation Commission (MTC), provide the basis for the mobile source emissions budgets in the 2001 Bay Area SIP. SF Bay Area-EMFAC 2000 will be used for subsequent Bay Area conformity determinations. At a public meeting on November 1, 2001 the ARB Board approved SF Bay Area-EMFAC 2000 for these purposes following a 30-day public notice. At the time the Bay Area SIP was being developed, this model was the most current emission factor model available. SF Bay Area-EMFAC 2000 was based on EMFAC2000. The documentation for EMFAC2000 was publicly available beginning in May 2000 and made available for use by the Bay Area Air Quality Management District when it began developing the 2001 Bay Area SIP in November 2000.

The three Bay Area co-lead agencies responsible for developing the Bay Area SIP have committed to do a mid-course review of the Bay Area SIP by December 31, 2003 and revise the 2001 SIP by March 2004. ARB has committed to submit the revised Bay Area SIP to U.S. EPA by April 15, 2004. The mid-course review will use the most current emission factor model available at that time to develop the mobile source emissions budgets. This model will be EMFAC2001 or its successor.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

This transmittal provides documentation of the emission factors and activity data used in SF Bay Area-EMFAC 2000 to develop the 2001 Bay Area SIP. In addition, it includes the methodology ARB will be using to conduct Bay Area conformity determinations.

SF Bay Area-EMFAC 2000 Emission Factor Model Documentation

Comparison between MVEI7F/7G and SF Bay Area-EMFAC 2000

The emission factors used in the SF Bay Area-EMFAC 2000 emission factor model represent a major improvement over emission factors used in older models such as MVEI7F and MVEI7G. SF Bay Area-EMFAC 2000 exhaust hydrocarbon emission rates are significantly higher than the emission rates included in the older models. The increase in exhaust hydrocarbon rates is mainly a result of the following changes:

- More accurately reflecting real-world driving by using the Unified Cycle (UC) driving cycle rather than the Federal Test Procedure (FTP);
- Using new speed adjustment factors to better reflect how emissions change as average driving speeds change;
- Representing 45 model years, rather than only 35; and
- Incorporating new vehicle test data.

Evaporative hydrocarbon emission rates in SF Bay Area-EMFAC 2000 are also significantly higher than the older models' emission rates. The most important changes causing the increase in evaporative hydrocarbon emission rates include:

- Higher hot soak emission rates, especially for older catalyst-equipped vehicles;
- Higher running loss emission rates, based on new data; and
- Including emissions for vehicles with liquid fuel leaks.

Emission rates for oxides of nitrogen (NO_x) are also significantly higher in SF Bay Area-EMFAC 2000 than in the older models. The increased estimates of NO_x emission rates are primarily due to the following changes:

- Inclusion of "off-cycle NO_x" (i.e., NO_x emissions that were not represented in the certification driving cycle); and
- Incorporation of new vehicle test data for catalyst equipped passenger cars and light trucks.

Incorporation of Latest Standards

SF Bay Area-EMFAC 2000 also includes the effects of recently adopted standards on the emissions of the on-road fleet. The future year emission rates in SF Bay Area-EMFAC 2000 reflect the adopted standards described below.

Supplemental Federal Test Procedure

Two supplemental test procedures to the FTP were adopted by the Board in July of 1997. These new standards are applicable to passenger cars, light-duty trucks, and medium-duty vehicles weighing 8,500 pounds or less. These standards require the

control of excess emission of hydrocarbon and oxides of nitrogen during “off-cycle” operations (high speed and hard acceleration), and excess emissions associated with the use of air conditioning. The new standards are to be phased-in between 2001 and 2005.

Low Emission Vehicles (LEVII)

The second phase of Low Emission Vehicle Standards (LEVII) was adopted by the Board in November of 1998. This action imposed more stringent hydrocarbon, carbon monoxide, NOx and exhaust particulate matter emissions standards for passenger cars, light-duty trucks and medium-duty vehicles up to 14,000 pounds sold in California beginning in 2003.

Near Zero Evaporative Standards

Also in November 1998, the Board adopted new standards for the emissions of evaporative hydrocarbons (diurnal, hot soak and resting loss). The standards were reduced from 2 grams per test (hot soak plus diurnal) for passenger cars, to 0.5 grams per test.

New On-Road Motorcycle Standards

In December of 1998, the Board adopted lower exhaust emission standards for on-road motorcycles. These standards, which may require future motorcycles to utilize catalytic converters, are applicable to new motorcycles sold in California beginning in 2004.

Off-Cycle NOx Mitigation

In a settlement reached between the federal government, the Air Resources Board and heavy-duty engine manufacturers, several mitigation measures were agreed to regarding off-cycle NOx emissions. In addition to ending the practice of defaulting to an advanced timing condition during extended cruise operation, several manufacturers have agreed to perform “low emission” rebuilds for in-use engines. These rebuilds will lower the emissions of the in-use fleet.

New Exhaust Emissions Standards for Urban Transit Buses

In February of 2000, the Board adopted a regulation that allows transit agencies the choice between either a diesel or alternative fuel “path” to lower emissions. Beginning in 2002, over the course of 10 years, this regulation requires increased introduction of

cleaner engine buses in transit agencies' fleets, use of cleaner diesel fuel, retrofits to reduce exhaust particulate matter (PM) emissions from older diesel buses, and use of zero-emission buses (ZEBs).

Public Review

The emission factors used in SF Bay Area-EMFAC 2000 were developed in a 3-year process and were subject to public review and comment during three workshops held in 1998, 1999, and 2000. Throughout the comment period, ARB received a number of written and verbal comments, which were addressed in the development of the emission factor model.

Further detail regarding the development of the SF Bay Area-EMFAC 2000 emission factor model may be found in the attached Technical Support Documentation. The Technical Support Documentation refers to broader work on the statewide EMFAC2000 emission factor model, but also applies to the region specific SF Bay Area-EMFAC2000.

Activity Data Documentation

The Bay Area vehicle miles traveled (VMT), VMT growth rates, and VMT-speed distributions incorporated into SF Bay Area-EMFAC 2000 represent the best current activity data estimates available. The derivation of these estimates are explained below.

Vehicle Miles of Travel

Bay Area VMT estimates for calendar year 2000 are based on the ARB VMT estimation methodology using mileage accrual rates derived from Smog Check odometer data and Department of Motor Vehicle vehicle populations (see Section 7 of the attached Technical Support Documentation for further detail on the ARB VMT estimation methodology).

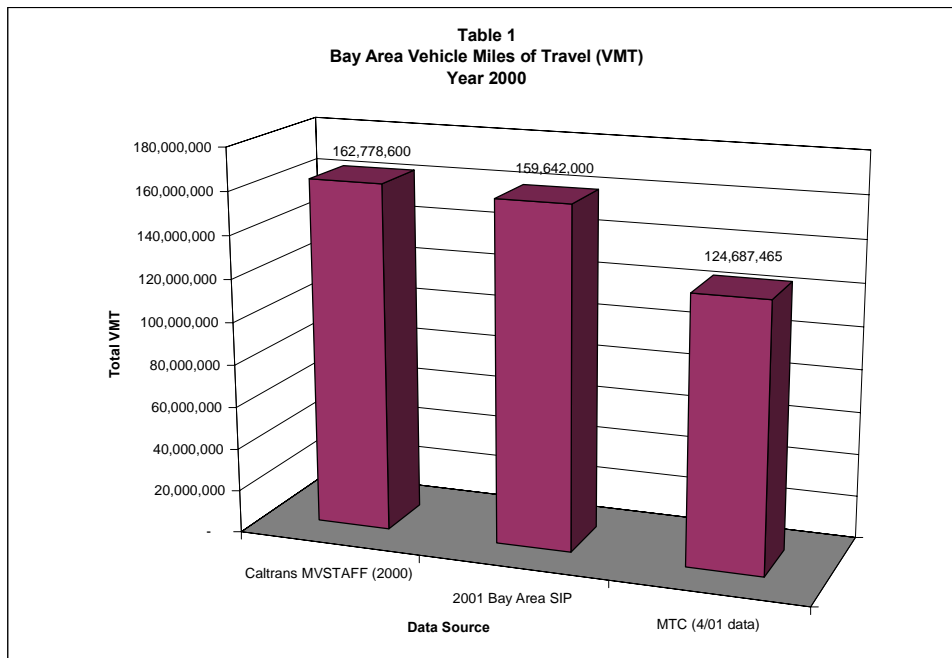
The decision to use ARB's VMT estimate instead of the VMT estimate from MTC's BAYCAST-90 travel demand model for calendar year 2000 was made in an agreement between MTC and ARB. As Table 1 illustrates, MTC's 2000 VMT estimate for the region is about 22 percent lower than both ARB and Caltrans' estimates. The ARB and Caltrans¹ methods for estimating VMT were developed independently of each other, yet fall within 1 percent of each other.

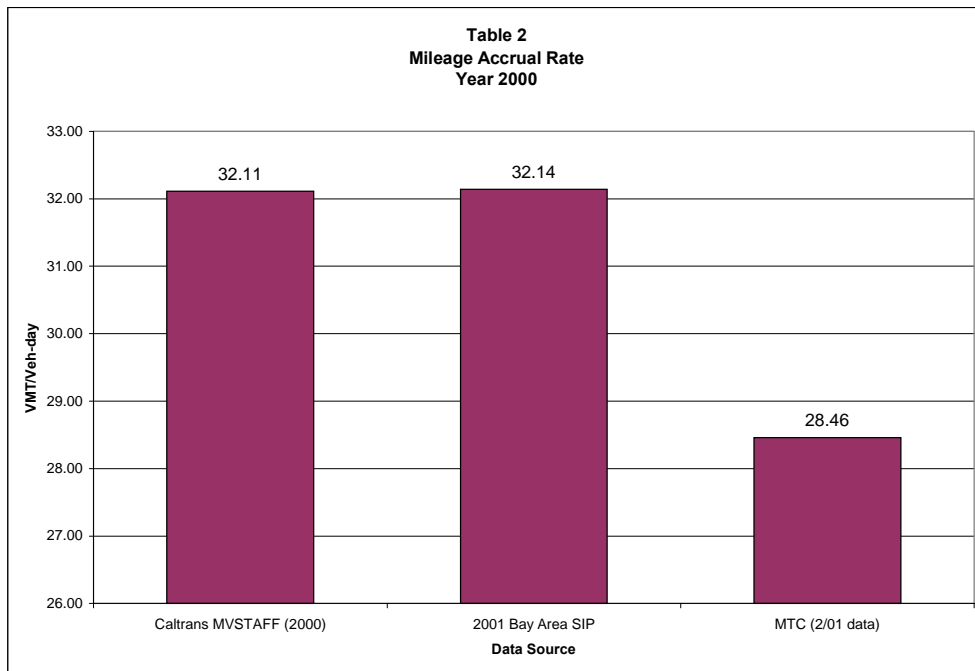
Additional justification for using the ARB VMT estimation methodology is found in the estimate of the number of miles driven by each vehicle per day (i.e., the mileage accrual

¹ Caltrans' VMT estimate was taken from the annual "Motor Vehicle Stock, Travel, and Fuel Forecast" (MVSTAFF) report. The MVSTAFF report forecasts statewide VMT based on statewide vehicle population data from the DMV, fuel consumption estimates from the Board of Equalization, and fuel economy estimates derived from the national fuel economy standards. Statewide VMT estimates are then disaggregated to the county level using county auto registration and road system mileage ratios.

rate). Table 2 compares mileage accrual rates from various data sources. MTC's estimates appear too low to be consistent with odometer readings collected in the Smog Check program. MTC's mileage accrual estimates are 11 percent lower than both Caltrans' ARB's estimates for the Bay Area.

For the purposes of the 2001 Bay Area SIP, MTC agreed to use ARB's 2000 VMT estimate. It was also agreed that the difference in VMT between ARB's and MTC's calendar year 2000 VMT estimates would be used as a "correction" for all future analysis years.





VMT Growth Rates

In the agreement between ARB and MTC, ARB agreed to use MTC's VMT growth rate as implied by the VMT estimates produced by BAYCAST-90. The rationale for this is that while ARB questions the level of travel in calendar year (CY) 2000 as estimated by MTC's travel demand model, ARB is not questioning future year growth projections included in the travel demand model.

VMT-Speed Distributions

The final pieces of activity data provided by MTC and incorporated into SF Bay Area-EMFAC 2000 are the VMT-speed distributions for two calendar years (2000 and 2005). Based on consultation between MTC and ARB staff, ARB incorporated the VMT-speed distributions into SF Bay Area-EMFAC 2000 by applying CY2000 speed distributions to CYs 2000-2003, and CY2005 speed distributions to CYs 2004+.

Methodology for Bay Area Conformity Determinations

For all Bay Area conformity determinations based on the mobile source emissions budgets set in the Bay Area SIP (using SF Bay Area-EMFAC 2000), the following step-wise methodology will be followed:

1. MTC will submit to ARB updated VMT-speed distributions and updated VMT estimates by county for all relevant analysis years. ARB will follow the procedures below for analysis years for which MTC does not submit new activity data (i.e. for which activity data does not change from MTC's original SIP submittal):
 - ARB will use the speed distributions submitted by MTC for the most recent calendar year prior to the analysis year of interest. For example, if MTC submits new VMT-speed distributions for 2005 and 2010, but not for the 2006 analysis year, the 2006 analysis year will use the speed distributions submitted for 2005. VMT-speed distributions will not be interpolated.
 - The VMT estimate for each county will be interpolated using county-specific compounded growth rates.² The interpolated VMT will then be used for the following steps.
2. ARB will calculate VMT for the portions of Sonoma and Solano Counties that fall in the San Francisco (S.F.) Air Basin. This is necessary since the SIP budgets are based on the S.F. Air Basin (which covers only the southern portions of Solano and Sonoma Counties), while the MTC VMT estimates include the full nine Bay Area counties. The county portions will be calculated by multiplying the full county VMT submitted by MTC by the VMT ratio (partial county/county) derived from SF Bay Area-EMFAC 2000.³ In year 2000, about 71 percent of Solano County, and 77 percent of Sonoma County VMT occurred in the S.F. Basin.
3. ARB will calculate the year 2000 difference in VMT between the VMT estimate included in the SF Bay Area-EMFAC 2000 runs⁴ and the VMT estimate submitted by MTC for conformity.⁵ The resulting differences by county represent the VMT "correction" between ARB and MTC's VMT estimates.
4. The VMT correction will be added by county to the submitted VMT for all analysis years, resulting in the "target" VMT estimate that will be used for the conformity modeling runs.⁶

² For example, 2006 VMT is interpolated from 2005 and 2010 VMT estimates submitted by MTC by the following equation: $VMT_{2006} = (VMT_{2010} / VMT_{2005})^{0.2} * VMT_{2005}$

³ For the S.F. Basin portions of Solano and Sonoma County VMT:

S.F. Basin County Portion $VMT_{MTC} = [S.F. \text{ Basin County Portion } VMT_{SFBayArea-EMFAC2000} / \text{Total County } VMT_{SFBayArea-EMFAC2000}] * \text{Total County } VMT_{MTC}$

⁴ SF Bay Area-EMFAC 2000 calculates VMT based on Smog Check odometer readings and DMV vehicle registration data for light duty vehicle classes, and instrumented truck data for the truck classes.

⁵ $VMT \text{ correction}_{\text{county a}} = SIP \text{ VMT}_{CY2000} - MTC \text{ VMT}_{CY2000}$

⁶ $\text{Target } VMT_{\text{county a}} = MTC \text{ VMT}_{\text{county a}} + VMT \text{ correction}_{\text{county a}}$

5. The county-specific target VMT in the conformity modeling runs will be achieved in SF Bay Area-EMFAC 2000 by modifying the county-specific vehicle populations in SF Bay Area-EMFAC 2000 using the What-if-Scenario (WIS) option. Since vehicle population and VMT are linearly related in SF Bay Area-EMFAC 2000, to obtain the “target” vehicle population, ARB staff will take the ratio between the SIP VMT estimates and the target VMT for each analysis year and apply them to the SIP vehicle population estimates for each respective analysis year.⁷
6. Once the target vehicle populations have been calculated, ARB staff will run SF Bay Area-EMFAC 2000 using the WIS option to adjust vehicle populations by county, and incorporate any updated speed distributions.
7. ARB staff will then apply control factors to the model output to adjust for emission reduction measures not included in the SF Bay Area-EMFAC 2000 emission factor model or changed since the model was developed.
8. Finally, ARB staff will compare the results to the SIP budgets for the conformity demonstration.

If you have questions regarding this submittal, you may contact me at (916) 445-4383, or have your staff contact Ms. Cynthia Marvin, Chief of the Air Quality and Transportation Planning Branch, at (916) 322-7236.

Sincerely,

/s/

Michael P. Kenny
Executive Officer

Enclosures

cc: See next page.

⁷ Target Veh Pop = [((Target VMT – SIP VMT) / SIP VMT) * SIP Veh Pop] + SIP Veh Pop

cc: (w/o Enclosures)
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Ms. Cynthia Marvin
Air Resources Board

Recommended Methods for Use of EMFAC2002 To Develop Motor Vehicle Emissions Budgets and Assess Conformity

As the agency charged with estimating motor vehicle emissions for air quality plans, the Air Resources Board (ARB) has improved the EMFAC modeling tool for use in combination with estimates of vehicle population and activity to develop motor vehicle emissions budgets and assess transportation conformity. The most recent version of this tool, EMFAC2002, has been transmitted to the U.S. Environmental Protection Agency (U.S. EPA) for approval for use in State Implementation Plans (SIPs) and conformity assessments. This paper describes the recommended practices for ARB, air districts, metropolitan planning agencies (MPOs) and regional transportation planning agencies (RTPAs) to use vehicle activity in conjunction with EMFAC2002 emission rates to calculate emissions budgets and conduct conformity assessments.

The vehicle activity indicators commonly used to develop emissions inventories are vehicle trips and vehicle miles of travel (VMT) by speed, vehicle class and time of day. Though not a direct measure of travel activity, vehicle population may also be a variable for these purposes, as described below.

Vehicle trips. In California, MPOs and RTPAs use demographic forecasts and travel demand models to develop estimates of current and future daily VMT, daily vehicle trips and average travel speeds for links in the transportation network. ARB separately estimates daily vehicle trips, but defines trips as the number of times a vehicle is started, rather than a number of specific daily destinations. This distinction is important; ARB and U.S. EPA studies find that vehicles are started five to six times per day, while trips associated with destinations as reported through travel surveys and predicted in travel demand models occur three to four times per day. Because start emissions and the duration of time between starts are crucial to emissions estimation, ARB equates vehicle trips with vehicle starts. Though EMFAC2002 permits model users to alter estimates of vehicle trips used to estimate emissions, ARB recommends that the model's default estimates of vehicle trips (starts), developed from instrumented vehicle studies, be used for air quality planning and conformity purposes.¹ Alternatively, for vehicle classes where appropriate local data are made available for review through the interagency consultation process, use of trip factoring or other methods to fully account for vehicle starts may be employed. Such alternative approaches should be discussed in the interagency consultation process.

¹ An exception would occur when a user chooses to factor these start-based trips to account for trip reduction programs. EMFAC2002 start-based trips rather than destination-based trips should serve as the baseline for this adjustment. The adjustment would be made through the What-If Scenario (WIS) function of EMFAC2002 as follows, where TRS denotes the trip reduction scenario:

$$WIS \text{ Input TRS Trips} = EMFAC \text{ Default Trips} * (RTPA \text{ TRS Trips} / RTPA \text{ Baseline Trips})$$

Vehicle speeds. Most travel demand models provide output of estimated average speed by time period and link that may be summarized for use in EMFAC2002. For each major vehicle class and up to 24 hourly time periods, total VMT is divided into 13 different speed “bins” (5 mph through 65 mph) and used as input to EMFAC2002. ARB recommends continuation of this current practice to develop emissions budgets and assess conformity. Travel from intrazonal trips should be assigned to the appropriate speed bin based on the speed assigned to that travel in the travel demand model. VMT for each speed bin and time period can be used as input through the WIS function of EMFAC2002. It is also possible to input this data specific to vehicle class if adequate and defensible local data are available.

Vehicle population. Vehicle trips (starts) in EMFAC2002 are estimated as a function of the number of vehicles, or vehicle population, by county. The population of each class of motor vehicle is estimated and forecast from Department of Motor Vehicles (DMV) registration data. EMFAC2002 assumes there is a relationship between vehicle population and VMT, carried through mileage accrual rates.² In the default case, the model assumes *vehicle population * mileage accrual = VMT*. ARB-preferred practice is to maintain this internal consistency, for reasons explained below.

Vehicle miles of travel. Daily VMT is both an emissions model input usually provided by MPOs/RTPAs and a model output used to estimate exhaust emissions. ARB staff reviews MPO/RTPA estimates of VMT and vehicle speeds, and supports these estimates for use in air quality plans whenever we agree they are reasonable and defensible. Use of the latest estimates of MPO/RTPA VMT and speeds in plan development facilitates the subsequent federal transportation conformity process. This is particularly important for any year for which the plan creates emissions budgets, as conformity rules allow no emissions budget exceedance, regardless of how small. As there may be some variance between default EMFAC2002 VMT and more recent MPO/RTPA estimates to be used for SIP development, we are recommending a procedure to more exactly incorporate into emissions budgets revised VMT estimates for emissions budget analysis years.

Although it is possible to directly input VMT into EMFAC2002 through the model’s WIS function, it is generally not recommended to do this independent of vehicle population because of the desire to properly estimate start and evaporative emissions tied to the size of the vehicle fleet. A change in total forecasted miles of travel implies a change either in the number of vehicles traveling those miles or in mileage accrual rates. For future years, we generally recommend making vehicle population the variable, rather than mileage accrual. Thus, VMT adjustment would usually occur through vehicle population adjustment in the model’s WIS function, according to this formula:

$$\text{WIS Input Population} = \text{EMFAC Default Population} * (\text{RTPA VMT} / \text{EMFAC Default VMT})$$

² Accrual rates are miles traveled per year as a function of vehicle age, derived from the Bureau of Automotive Repair Smog Check database as described in Section 7.1 of the EMFAC2000 Technical Support Document, found via http://www.arb.ca.gov/msei/on-road/latest_revisions.htm#pcaccrual.

The result of this modification is that emissions estimates more precisely incorporate the daily VMT provided by each MPO/RTPA to calculate exhaust emissions, and vehicle population is adjusted for consistency with this assumption of higher or lower VMT, providing similarly modified start and evaporative emissions.³ Though the emissions impact of using this approach will often be small, we believe the approach is appropriate given the desire to fully reflect the impacts of changes in travel activity on all emissions processes. Use of consistent methods in air quality plans and conformity assessments will both reduce potential conformity problems and preserve the integrity of the SIP and conformity processes.

Alternatively, local data may indicate that changes in VMT are tied more closely to changes in household or business rates of travel than to changes in vehicle ownership. Or, improved travel demand modeling may project auto ownership rates with a high degree of confidence. In such cases it may be appropriate to adjust total mileage accrual rather than vehicle population. It is also possible to derive a modified VMT forecast from adjustments to both variables in EMFAC2002. Planning agencies are encouraged to present alternative approaches for consideration in the interagency consultation process.

Recommendations

1. ARB recommends that the EMFAC2002 default estimates of vehicle trips, based on starts per day, be used for SIP development and conformity purposes. Model defaults for trips may be factored to account for trip reduction scenarios, but should not be replaced with estimates that do not account for all vehicle starts. Alternative approaches, such as the factoring of travel demand model trip outputs for appropriate classes to account for additional starts, may be considered through interagency consultation.
2. We recommend continuation of current practices for input of latest speed distributions for SIPs and conformity assessments. Travel from intrazonal trips should be assigned to the appropriate speed bin based on the speed assigned to that travel in the travel demand model.
3. To fully reflect the impacts of modified VMT forecasts on all emissions processes, in the calculation of SIP emissions budgets, and in the assessment of conformity with those budgets, vehicle population should be adjusted in EMFAC2002 proportional to the estimated VMT change. Local circumstances may alternatively support adjustment of mileage accrual rates, subject to interagency consultation.

³ After adjusting VMT through use of the population variable in the WIS function of EMFAC, a user who desires to match VMT even more exactly (to the mile instead of the tens of miles) can then adjust VMT in the WIS without disturbing the population adjustment. This is unlikely to have a discernible impact on emissions, however.

Appendix F
SAFE Vehicle Rule Part 1 EMFAC Adjustment Factor
Methodology and Correspondence

March 5, 2020

Elizabeth Adams
Director, Air and Radiation Division
Region 9
U.S. Environmental Protection Agency
75 Hawthorne Street
San Francisco, California 94105

Dear Ms. Adams:

With this letter, the California Air Resources Board (CARB) is providing to the U.S. Environmental Protection Agency (U.S. EPA) the attached Emission FAcTors (EMFAC) Off-Model Adjustment Factors that account for the impacts of the Safer Affordable Fuel-Efficient (SAFE) rule. CARB is seeking U.S. EPA's concurrence that these factors are appropriate for metropolitan planning organizations and regional transportation planning agencies to use in their regional conformity determinations.

CARB has estimated the vehicle tailpipe and evaporative emissions impacts from the SAFE Vehicles Rule Part One: One National Program adopted by U.S. EPA and the National Highway Traffic Safety Administration (NHTSA). The SAFE Vehicles Rule Part One impacts some of the underlying assumptions in the EMFAC2014 and EMFAC2017 models. The attached document provides off-model adjustment factors that can be used to adjust emissions output from the EMFAC model (only EMFAC2014 and EMFAC2017) to account for the impacts of this rule.

If you have any questions or need further information, please contact Dr. Sam Pournazeri, Branch Chief, Mobile Source Analysis Branch at sam.pournazeri@arb.ca.gov or (916) 322-2022.

Sincerely,



Steven S. Cliff, Ph.D.
Deputy Executive Officer

Enclosures

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Ms. Elizabeth Adams
March 5, 2020
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March 5, 2020
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March 5, 2020

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EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicle Rule Part One

November 20, 2019

Summary

Staff at the California Air Resources Board's (CARB) have estimated the vehicle tailpipe and evaporative emissions impacts from the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program" adopted by the U.S. Environmental Protection Agency (EPA) and the National Highway Traffic Safety Administration (NHTSA). The SAFE Vehicle Rule Part One impacts some of the underlying assumptions in the EMFAC2014 and EMFAC2017 models. This document provides the off-model adjustment factors that can be used to adjust emissions output from EMFAC model (only EMFAC2014 and EMFAC2017) to account for the impacts of this rule.

What is the SAFE Vehicle Rule Part One?

On September 27, 2019, the United States Environmental Protection Agency (U.S. EPA) and the National Highway Traffic Safety Administration (NHTSA) published the "Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program." (84 Fed. Reg. 51,310 (Sept. 27, 2019.)) The Part One Rule revokes California's authority to set its own greenhouse gas emissions standards and set zero-emission vehicle mandates in California. California expects Part Two of these regulations to be adopted later in the Fall of 2019. We will not know the full impacts of these rules until Part Two is released.

How Does the SAFE Vehicle Rule Impact Criteria Emissions?

As CARB has previously stated¹, both the GHG emission standards and the ZEV sales standards reduce criteria pollutants. As a result of the loss of the ZEV sales requirements, there may be fewer ZEVs sold and thus additional gasoline-fueled vehicles sold in future years. This would increase criteria pollutant emissions in multiple ways. A ZEV inherently has zero evaporative emissions of hydrocarbons in the form of gasoline vapors, which escape from the tank and fuel lines during operation and while parked. A gasoline-fueled vehicle with evaporative emissions is assumed to take the place of each ZEV that will not be sold. This leads to an overall increase in hydrocarbon emissions. Additionally, tailpipe emissions of NOx, hydrocarbons, carbon monoxide, and particulate matter also increase as a result of each additional gasoline-fueled vehicle. This increase occurs for several reasons despite the presence of a criteria pollutant "fleet average" standard² that CARB has in place for hydrocarbons

¹ <https://ww2.arb.ca.gov/carbs-comments-safe-proposal>

² The Low Emission Vehicle III program requires manufacturers to average emissions from all vehicles in their fleet to meet the standard. In theory, the elimination of some ZEVs (which are counted in such an

and NOx. First, the fleet average does not apply to particulate matter and carbon monoxide, meaning each incremental gasoline-fueled vehicle generates additional tailpipe emissions of both pollutants. Second, because the fleet average is based on a single test cycle and does not fully capture all operating conditions, additional tailpipe emissions of all criteria pollutants occur for every incremental gasoline-fueled vehicle. Third and most significantly, both tailpipe and evaporative criteria pollutant emissions substantially increase over time due to deterioration of the emission controls on gasoline-fueled vehicles. ZEVs have no such deterioration. Thus, even with the fleet-average standard offsetting a portion of the tailpipe emissions by starting some gasoline-fueled vehicles at lower emission levels early in their life, this slight difference is overwhelmed by the increase in emissions from deterioration over the life of the vehicle.

More stringent ZEV and GHG standards are critical to reach attainment of air quality standards and meet climate needs. If standards cannot become more stringent, these mandates will be very difficult to meet. ZEV technologies, in particular, are needed in both light-duty and heavy-duty fleets to help commercialize this technology. As a result, the long-term threat to air quality is substantial as cleaner technologies, especially ZEVs, do not penetrate the fleet at the scale necessary and emissions are not reduced as needed.

What is EMFAC?

EMission FACtors (EMFAC) is California's federally-approved on-road mobile source emission inventory model that reflects California-specific driving and environmental conditions, fleet mix, and most importantly the impact of California's unique mobile source regulations such as the Low-Emission Vehicle (LEV) program including the LEV II and LEV III standards, California inspection and maintenance programs, and its in-use diesel fleet rules. The EMFAC model supports CARB's regulatory and air quality planning efforts and fulfills the federal Clean Air Act and the Federal Highway Administration's transportation planning requirements. The U.S. EPA has approved both EMFAC2014 and EMFAC2017 for use in state implementation plan (SIP) and transportation conformity analyses. For more information on EMFAC, please visit: <https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/msei-modeling-tools>.

How Did CARB Analyze the SAFE Vehicle Rule Part One's impact on vehicle emissions?

CARB estimated the change in vehicle emissions of the California light-duty vehicle fleet using its Emission FACtor (EMFAC) model. Both EMFAC2014 and EMFAC2017 default models, with an "annual average" setting, were run to estimate statewide vehicle emissions by calendar year, vehicle category, fuel type, and model year

average as zero emissions) would cause some of the remaining or increased number of gasoline-fueled vehicles to need to be certified to lower (cleaner) levels in order to still meet the same fleet average.

projected to occur under the existing Federal and CARB GHG standards and CARB ZEV requirements that were in place at the time of the analysis. These default results were then adjusted in a post-processing step to reflect the proposed SAFE Vehicle Rule³. As a result of freezing new ZEV sales at model year 2020 levels, the projected fleet for 2021 and beyond was modified to reflect a lower number of future ZEVs and a corresponding greater number of future gasoline internal combustion engine vehicles (and thus, a higher portion of vehicle miles traveled (VMT) by gasoline vehicles). The increased number of gasoline vehicles were put into appropriate criteria pollutant certification categories under CARB's Low Emission Vehicle (LEV) III criteria pollutant standards to maintain compliance with the required fleet average.

How is EMFAC impacted by the SAFE Vehicle Rule Part One?

Generally, after the SAFE Vehicle Rule Part One becomes effective on November 26, 2019, EMFAC2014 and EMFAC2017 will not accurately estimate future transportation emissions until they are updated with new assumptions reflecting the SAFE Vehicle Rule Part One in off-model adjustment factors provided by CARB.

What are Off-Model Adjustment Factors and how should they be applied?

CARB has prepared off-model adjustment factors for both the EMFAC2014 and EMFAC2017 models to account for the impact of the SAFE Vehicle Rule Part One. These adjustments provided in the form of multipliers can be applied to emissions outputs from EMFAC model to account for the impact of this rule. The adjustment factors are provided in Table 1 for EMFAC2014 and Table 2 for EMFAC2017 (Note these factors do not include upstream emissions associated with fuel demand, as EMFAC only estimates tailpipe and evaporative emissions).

³ More details can be found in CARB's letter submitted to US EPA and NHTSA on November 6, 2019 available at: <https://www.regulations.gov/document?D=NHTSA-2018-0067-12447>

Table 1. Off-Model Adjustment Factors for Gasoline Light Duty Vehicle⁴ Emissions in EMFAC2014

Adjustment Factors for EMFAC2014 Gasoline Light Duty Vehicles					
Year	NOx Exhaust	TOG Evaporative	TOG Exhaust	PM Exhaust	CO Exhaust
2021	1.0001	1.0001	1.0001	1.0012	1.0004
2022	1.0002	1.0004	1.0001	1.0034	1.0013
2023	1.0005	1.0008	1.0003	1.0066	1.0026
2024	1.0010	1.0014	1.0005	1.0105	1.0041
2025	1.0016	1.0021	1.0009	1.0149	1.0058
2026	1.0022	1.0030	1.0012	1.0183	1.0076
2027	1.0029	1.0039	1.0016	1.0208	1.0095
2028	1.0036	1.0050	1.0020	1.0224	1.0116
2029	1.0044	1.0063	1.0025	1.0241	1.0139
2030	1.0052	1.0078	1.0030	1.0260	1.0162
2031	1.0061	1.0095	1.0036	1.0279	1.0186
2032	1.0071	1.0114	1.0042	1.0299	1.0210
2033	1.0081	1.0134	1.0050	1.0320	1.0235
2034	1.0091	1.0156	1.0059	1.0341	1.0260
2035	1.0103	1.0179	1.0070	1.0362	1.0285
2036	1.0114	1.0202	1.0082	1.0382	1.0309
2037	1.0125	1.0224	1.0096	1.0400	1.0332
2038	1.0137	1.0247	1.0111	1.0418	1.0353
2039	1.0148	1.0269	1.0126	1.0435	1.0372
2040	1.0158	1.0290	1.0141	1.0449	1.0389
2041	1.0167	1.0309	1.0154	1.0461	1.0404
2042	1.0176	1.0326	1.0168	1.0471	1.0418
2043	1.0183	1.0340	1.0180	1.0480	1.0429
2044	1.0190	1.0352	1.0190	1.0487	1.0439
2045	1.0195	1.0364	1.0199	1.0494	1.0448
2046	1.0200	1.0373	1.0206	1.0499	1.0454
2047	1.0204	1.0384	1.0213	1.0504	1.0461
2048	1.0208	1.0393	1.0218	1.0508	1.0467
2049	1.0209	1.0400	1.0221	1.0510	1.0470
2050	1.0210	1.0406	1.0224	1.0512	1.0472

⁴ LDA, LDT1, LDT2 and MDV vehicle categories in EMFAC

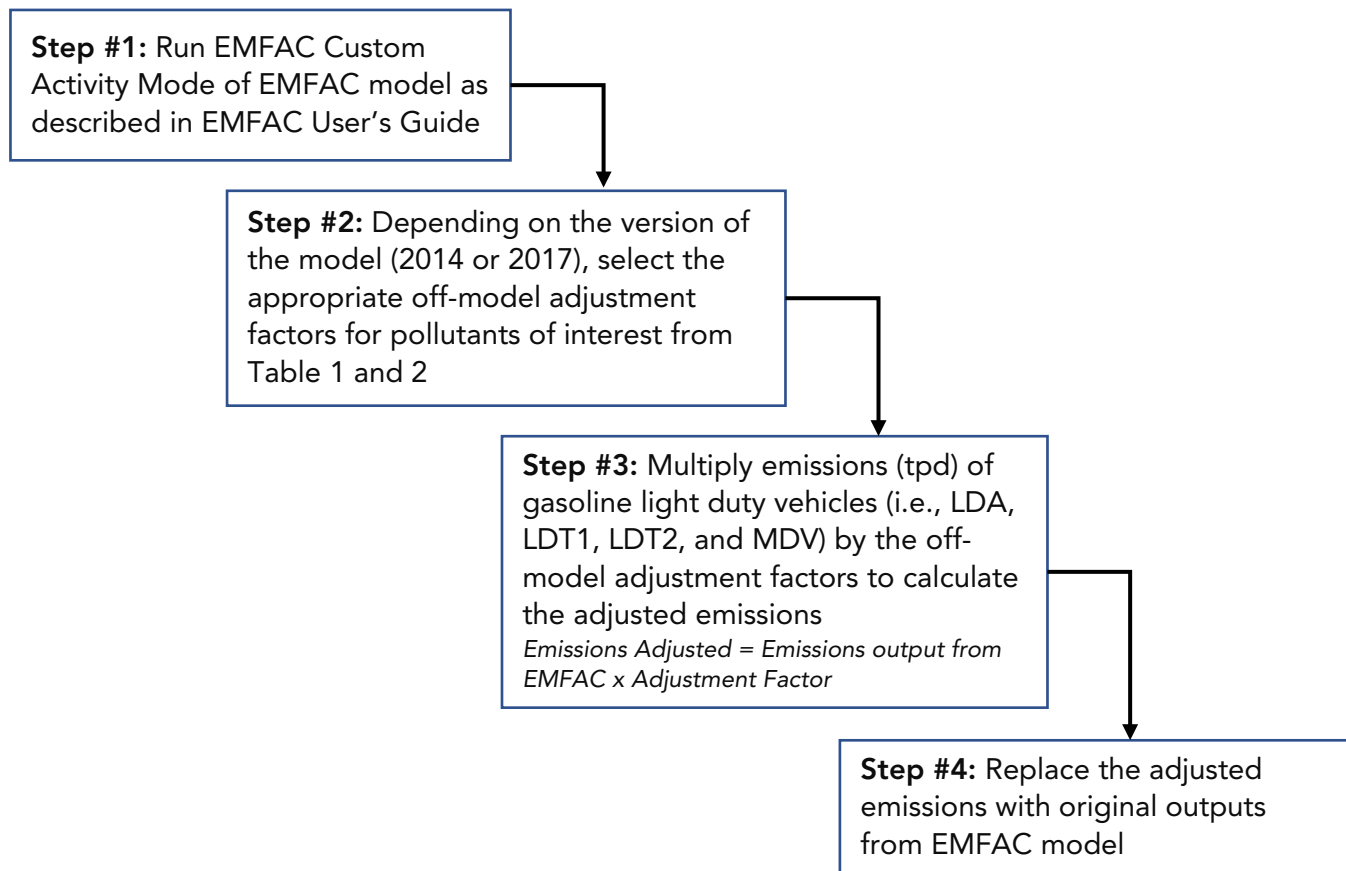
Table 2. Off-Model Adjustment Factors for Gasoline Light Duty Vehicle Emissions in **EMFAC2017**

Adjustment Factors for EMFAC2017 Gasoline Light Duty Vehicles					
Year	NOx Exhaust	TOG Evaporative	TOG Exhaust	PM Exhaust	CO Exhaust
2021	1.0002	1.0001	1.0002	1.0009	1.0005
2022	1.0004	1.0003	1.0004	1.0018	1.0014
2023	1.0007	1.0006	1.0007	1.0032	1.0027
2024	1.0012	1.0010	1.0011	1.0051	1.0044
2025	1.0018	1.0016	1.0016	1.0074	1.0065
2026	1.0023	1.0022	1.0020	1.0091	1.0083
2027	1.0028	1.0028	1.0024	1.0105	1.0102
2028	1.0034	1.0035	1.0028	1.0117	1.0120
2029	1.0040	1.0042	1.0032	1.0129	1.0138
2030	1.0047	1.0051	1.0037	1.0142	1.0156
2031	1.0054	1.0061	1.0042	1.0155	1.0173
2032	1.0061	1.0072	1.0047	1.0169	1.0189
2033	1.0068	1.0083	1.0052	1.0182	1.0204
2034	1.0075	1.0095	1.0058	1.0196	1.0218
2035	1.0081	1.0108	1.0063	1.0210	1.0232
2036	1.0088	1.0121	1.0069	1.0223	1.0244
2037	1.0094	1.0134	1.0074	1.0236	1.0255
2038	1.0099	1.0148	1.0079	1.0248	1.0265
2039	1.0104	1.0161	1.0085	1.0259	1.0274
2040	1.0109	1.0174	1.0090	1.0270	1.0281
2041	1.0113	1.0186	1.0095	1.0279	1.0288
2042	1.0116	1.0198	1.0099	1.0286	1.0294
2043	1.0119	1.0207	1.0103	1.0293	1.0299
2044	1.0122	1.0216	1.0106	1.0299	1.0303
2045	1.0124	1.0225	1.0109	1.0303	1.0306
2046	1.0125	1.0233	1.0111	1.0308	1.0309
2047	1.0127	1.0240	1.0113	1.0311	1.0311
2048	1.0128	1.0246	1.0115	1.0314	1.0313
2049	1.0128	1.0252	1.0116	1.0316	1.0315
2050	1.0129	1.0257	1.0117	1.0318	1.0316

The off-model adjustment factors need to be applied only to emissions from gasoline light duty vehicles (LDA, LDT1, LDT2 and MDV). Please note that the adjustment factors are by calendar year and includes all model years.

For example, the Custom Activity Mode of EMFAC2014 and 2017 is designed to perform emissions assessments for determining conformity with the state implementation plan. These types of assessments are most often done by various transportation planning agencies and air districts throughout California which require the user to create custom activity data files containing vehicle miles travelled (VMT) and/or speed profile data. This customized activity data will then be used for scaling the default vehicle emissions produced by EMFAC model. The off-model adjustment factors provided in this document can be applied to gasoline light duty vehicle emissions outputs of the EMFAC Custom Activity Mode, as illustrated in Figure 1.

Figure 1. Process to apply EMFAC Off-Model Adjustment Factors



Contact

For questions regarding the EMFAC off-model adjustment factors, please contact us at: EMFAC@arb.ca.gov



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

**75 Hawthorne Street
San Francisco, CA 94105-3901**

MAR 12 2020

Steven Cliff, Ph.D.
Division Administration, California Division
California Air Resources Board
1001 I Street
Sacramento, California 95812

Dear Dr. Cliff:

I am responding to your letter of March 5, 2020, requesting U.S. Environmental Protection Agency concurrence that EMFAC2014 and EMFAC2017 off-model adjustment factors can be used for transportation conformity determinations in California.

We understand that the EMFAC off-model adjustment factors are multipliers that would be applied to gasoline vehicle emissions modeled by EMFAC2014 and EMFAC2017. EPA considers these factors to be acceptable for use because the effect of their application is more conservative than necessary. Therefore, these factors may be used in transportation conformity determinations and state implementation plan development.

If you have any questions regarding this letter, please contact me at (415) 972-3183 or Karina O'Connor at (775) 434-8176.

Sincerely,

A handwritten signature in blue ink that reads "Elizabeth J. Adams".

Elizabeth J. Adams
Director, Air and Radiation Division

cc: Richard Corey, CARB
Kurt Karperos, CARB



Federal Highway Administration
California Division Office
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001



Federal Transit Administration
Region IX Office
90 7th Street
San Francisco, CA 94103
(415) 734-9490

March 2, 2020

John Busterud
Regional Administrator
U.S. Environmental Protection Agency, Region 9
75 Hawthorne Street
San Francisco, CA 94105

Subject: Appropriate Model for Transportation Conformity In California

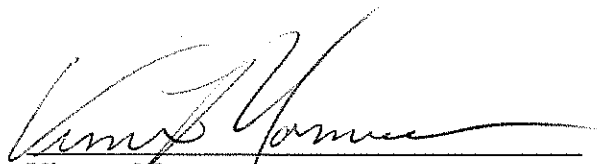
Dear Mr. Busterud:

Clean Air Act (CAA) section 176(c) requires that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funded or approved highway and transit projects be consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Under the U.S. Environmental Protection Agency's (EPA's) regulations, transportation conformity determinations must be based on the latest emission estimation model available. See 40 CFR section 93.111. The latest EPA approved California Emission FACTor (EMFAC) models are EMFAC2014 and EMFAC2017. See 84 FR 41717 (August 15, 2019).

On September 27, 2019, EPA and the National Highway Traffic Safety Administration (NHTSA) jointly issued the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program. This action withdrew the waiver EPA had previously provided to California for that State's greenhouse gas (GHG) program and Zero Emissions Vehicle (ZEV) mandate under section 209 of the Clean Air Act, and finalized regulatory text that made explicit that those State programs would also be preempted under NHTSA's authorities. See 84 FR 51310 (September 27, 2019).

In light of the One National Program rule, can you please confirm that FHWA and FTA should continue to use EMFAC2014 and 2017 for transportation conformity determinations in the State of California?

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Vincent Mammaro', written over a horizontal line.

Vincent Mammaro
Division Administrator, California Division
Federal Highway Administration

Sincerely yours,

Ray Tellis
Regional Administrator, Region 9
Federal Transit Administration



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

75 Hawthorne Street
San Francisco, CA 94105-3901

MAR 12 2020

OFFICE OF THE
REGIONAL ADMINISTRATOR

Vincent Mammano
Division Administration, California Division
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, California 95814

Raymond Tellis
Regional Administrator, Region 9
Federal Transit Administration
90 7th Street
San Francisco, California 94103

Subject: Appropriate Model for Transportation Conformity in California

Dear Mr. Mammano and Mr Tellis:

I am responding to your letter of March 2, 2020, requesting the U.S. Environmental Protection Agency (EPA) to confirm that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) should continue to use EMFAC2014 and EMFAC2017 for transportation conformity determinations in California.

Clean Air Act section 176(c)(1) requires that the latest emissions estimates be used in transportation conformity analyses. The EPA's last approval of an update to the EMFAC model was on August 15, 2019 when EPA approved EMFAC2017, the last major update to EMFAC 2014, the previous version of EMFAC.¹ In our approval action we initiated a two-year grace period for transition to EMFAC2017 for regional transportation conformity analyses and a one-year grace period for project level conformity analyses. The EPA-approved models in California continue to be EMFAC2017, and, during the EMFAC2017 conformity grace periods, EMFAC2014.

The California Air Resources Board (CARB) has developed and recently submitted to the EPA certain EMFAC adjustment factors.² We understand these off-model adjustment factors to be multipliers that would be applied to gasoline vehicle emissions modeled by EMFAC2014 and EMFAC2017. EPA considers these factors to be acceptable for use because the effect of their application is more conservative than necessary. Therefore, EPA has informed CARB that these factors may be used in transportation conformity determinations and state implementation plan development.

¹ 84 FR 41717.

² Letter dated March 5, 2020 from Steven S Cliff, Ph.D., Deputy Executive Officer, CARB to Elizabeth Adams, Director, Air and Radiation Division, EPA, Region 9.

If you have any questions regarding this letter, please contact me at (415) 947-4235 or Elizabeth Adams at (415) 972-3183.

Sincerely,


for John W. Busterud
Regional Administrator, Region IX.

cc Richard Corey, California Air Resources Board
Steven Cliff, California Air Resources Board
Kurt Karperos, California Air Resources Board

Date: May 27, 2020
W.I.: 1121
Referred by: Planning

ABSTRACT

MTC Resolution No. 4424

This resolution approves the Addendum to the Final Environmental Impact Report for Amended Plan Bay Area 2040 (which includes both the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area) (SCH# 2016052041).

Further discussion of this subject is contained in the Executive Director's memorandum to the Planning Committee dated May 8, 2020.

Date: May 27, 2020
W.I.: 1121
Referred by: Planning

Re: Approval of the Addendum to the Final Environmental Impact Report for Amended Plan Bay Area 2040 (which includes both the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area) (SCH# 2016052041)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4424

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Part 450 of Title 23 of the Code of Federal Regulations (CFR), requires MTC as the MPO to prepare and update a long-range Regional Transportation Plan (RTP) every four years; and

WHEREAS, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Sections 6500 *et seq.*, is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, California Government Code Section 65080 requires ABAG and MTC to prepare a sustainable communities strategy (SCS) for the San Francisco Bay Area; and

WHEREAS, the Plan Bay Area 2040 (“Plan”) constitutes the RTP and SCS for the San Francisco Bay Area; and

WHEREAS, the Plan, contains an integrated set of strategies and fiscally-constrained investments to maintain, manage, and improve the transportation system in the San Francisco

Bay Area through the year 2040 and calls for development of an integrated intermodal transportation system that facilitates the efficient, economic movement of people and goods; and

WHEREAS, MTC and ABAG served as joint lead agencies in preparing a Programmatic Environmental Impact Report (Program EIR) (SCH# 2016052041) with the assistance of MTC staff and consultants pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code § 21000 *et seq.*) and the State CEQA Guidelines (14 Cal. Code Regs. § 15000 *et seq.*) for the Plan; and

WHEREAS, the Program EIR provides full disclosure and programmatic analysis of the potentially significant environmental effects of the Plan; and

WHEREAS, MTC and ABAG jointly certified the Program EIR prepared for the Plan (Final EIR) on July 26, 2017 (MTC Resolution No. 4299 and ABAG Resolution No. 09-17); and

WHEREAS, MTC and ABAG jointly adopted the Final Plan on July 26, 2017 (MTC Resolution No. 4300 and ABAG Resolution No. 10-17); and

WHEREAS, MTC and ABAG certified under separate action an Addendum to the Final EIR on March 28, 2018 (MTC Resolution No. 4326 and ABAG Resolution No. 02-18); and

WHEREAS, MTC and ABAG adopted under separate action an Amendment to the Final Plan (Amended Plan) on March 28, 2018 (MTC Resolution No. 4327 and ABAG Resolution No. 03-18); and

WHEREAS, MTC and ABAG staff have prepared an Amendment to the Amended Plan, which is subject to the approval of the Commission and ABAG Executive Board under separate action (MTC Resolution No. 4425 and ABAG Resolution No. 13-2020); and

WHEREAS, MTC and ABAG staff have prepared an Addendum to the Final EIR (Addendum) in response to the Amendment to the Amended Plan, pursuant to provisions of the California Environmental Quality Act (CEQA) Guidelines § 15164.

WHEREAS the Addendum rather than a subsequent EIR has been prepared because none of the conditions described in § 15162 (a) calling for preparation of a subsequent EIR have occurred and because some changes or additions are necessary; and

WHEREAS, the Addendum need not be circulated for public review but can be included in or attached to the Final Environmental Impact Report pursuant to provisions of CEQA Guidelines § 15164(c); and

WHEREAS, MTC and ABAG staff prepared the Addendum, consisting of: (1) an introduction to the Addendum; (2) a description of the Amendment to the Amended Plan; (3) CEQA checklist and impact analysis; (4) technical revisions to the Final EIR; and (5) a conclusion of the findings; and

WHEREAS, pursuant to CEQA Guidelines § 15164(d), MTC and ABAG considered the Final Addendum together with the Final EIR prior to making a decision on the Amendment to the Amended Plan; and

WHEREAS, all other legal prerequisites to the approval of this Resolution have occurred; and

WHEREAS, MTC and ABAG have heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the Addendum, and all oral and written evidence presented to it during all meetings; now, therefore, be it

RESOLVED, that MTC hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

RESOLVED, MTC and ABAG staff prepared the Addendum, consisting of: (1) an introduction to the Addendum; (2) a description of the Amendment to the Amended Plan; (3) CEQA checklist and impact analysis; (4) technical revisions to the Final EIR; and (5) a conclusion of the findings; and be it further

RESOLVED, that MTC finds the Addendum satisfies all the requirements of CEQA and the State CEQA Guidelines; and be it further

RESOLVED, that MTC, as a decision-making body, certifies the Addendum (Attachment A) was presented to them and that they reviewed and considered the information in the Addendum prior to approving the Amendment to the Amended Plan; and be it further

RESOLVED, that MTC directs staff to immediately (within five working days): (a) file a Notice of Determination documenting these decisions (CEQA Guidelines § 15094); and (b) retain a copy of the approved Addendum as a public record.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a meeting of the Commission held in San Francisco, California and at other remote locations, on May 27, 2020.

Date: May 27, 2020
W.I.: 1121
Referred by: Planning

Attachment A
Resolution No. 4424
Page 1 of 1

Addendum to the Program EIR for Plan Bay Area 2040

The Addendum to the Program EIR for Plan Bay Area 2040 is on file in the offices of the Metropolitan Transportation Commission, Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105, or available upon request to info@bayareametro.gov while the COVID-19 shelter-in-place orders are in effect.



ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT



Plan BayArea 2040

SCH# 2016052041

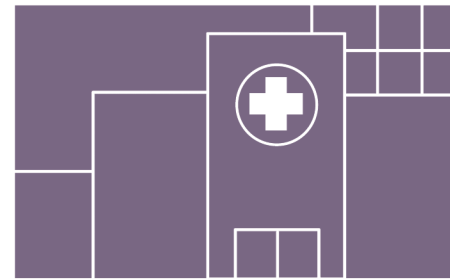


Metropolitan
Transportation
Commission



Association
of Bay Area
GOvernments

MAY 2020



Metropolitan Transportation Commission

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Alameda County

Alfredo Pedroza, Vice Chair
Napa County and Cities

Jeannie Bruins
Cities of Santa Clara County

Damon Connolly
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U.S. Department of
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San Francisco Bay Conservation and
Development Commission

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Sam Liccardo
San Jose Mayor's Appointee

Jake Mackenzie
Sonoma County and Cities

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area
Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
Oakland Mayor's Appointee

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San Mateo County

James P. Spering
Solano County and Cities

Jimmy Stracner
Representing US Department of
Housing and Urban Development

Tony Tavares
California State Transportation
Agency (CalSTA)

Amy R. Worth
Cities of Contra Costa County

Association of Bay Area Governments

Mayor Jesse Arreguin ABAG
President City of Berkeley

Supervisor Belia Ramos
ABAG Vice President Napa

Representatives From Each County

Supervisor Scott Haggerty
Alameda

Supervisor Nathan Miley
Alameda

Supervisor Candace Andersen
Contra Costa

Supervisor Karen Mitchoff
Contra Costa

Supervisor Dennis Rodoni
Marin

Supervisor Rafael Mandelman
San Francisco

Supervisor Gordon Mar
San Francisco

To Be Appointed
San Francisco

Supervisor David Canepa
San Mateo

Supervisor Dave Pine
San Mateo

Supervisor Cindy Chavez
Santa Clara

Supervisor David Cortese
Santa Clara

Supervisor Erin Hannigan
Solano

Supervisor David Rabbitt
Sonoma

Representatives From Cities in Each County

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City of Hayward / Alameda

**Councilmember
Nikki Fortunato Bas**
City of Oakland / Alameda

**Councilmember
Lynette Gibson McElhaney**
City of Oakland / Alameda

Councilmember Loren Taylor
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Mayor London Breed
City and County of San Francisco

Rich Hillis, Planning Director
City and County of San Francisco

Councilmember Wayne Lee
City of Millbrae / San Mateo

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City of South San Francisco / San
Mateo

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Councilmember Jake Mackenzie
City of Rohnert Park / Sonoma

Advisory Members

William Kissinger Regional
Water Quality Control Board

**Final Addendum to the
Final Environmental Impact Report
For the
Amended Plan Bay Area 2040
Regional Transportation Plan (RTP) /
Sustainable Communities Strategy (SCS)**

State Clearinghouse Number SCH# 2016052041

PREPARED FOR:

Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

AND

Association of Bay Area Governments
375 Beale Street, Suite 700
San Francisco, CA 94105

PREPARED BY:

MTC/ABAG Staff

May 2020

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1 INTRODUCTION

The Metropolitan Transportation Commission (“MTC”) and Association of Bay Area Governments (“ABAG”), acting as Lead Agencies under the California Environmental Quality Act (“CEQA”), prepared the Final Environmental Impact Report (“EIR”) (State Clearinghouse No. 2016052041) for Plan Bay Area 2040 (“the Plan”), which was certified by MTC (MTC Resolution No. 4299) and ABAG (ABAG Resolution No. 09-17) on July 26, 2017.

Since the certification of the Final EIR, MTC and ABAG adopted the first amendment to Plan Bay Area 2040 on March 28, 2018 to modify the project scope and cost of the U.S. Highway 101 Managed Lanes Project in San Mateo County (RTPID 17-06-0007), relying on an Addendum to the EIR (“2018 Addendum”). As referred to hereafter, the Final EIR includes the EIR certified on July 26, 2017, along with the 2018 Addendum.

Now, the Alameda County Transportation Commission (ACTC), in cooperation with the California Department of Transportation (“Caltrans”) District 4, proposes an amendment to add the cost and description of the Interstate 680 Express Lanes Gap Closure Project in Alameda County (“Amendment”) to the Plan. The Amendment will add an express lane in the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84, closing the gap between existing and in-progress express lane projects directly to the north and south. ACTC and Caltrans plan a March 2020 release of their project-level Draft EIR/Environmental Assessment for the Interstate 680 Express Lanes Gap Closure project. The project was not included in the Plan’s financially constrained transportation investment strategy and consequently was not assessed in the Final EIR for the Plan.

Accordingly, this Addendum evaluates whether the Amendment could result in additional significant effects on the environment relative to the conclusions reached in the Final EIR for the Plan. This Addendum has been prepared to conform to the requirements of CEQA and CEQA Guidelines §15164.

1.1 PURPOSE OF AN ADDENDUM

CEQA Guidelines § 15164(a) provides that the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR or Negative Declaration (“ND”) if some changes or additions are necessary but none of the conditions described in CEQA Guidelines § 15162 calling for preparation of a subsequent EIR or ND have occurred (CEQA Guidelines, § 15164(a)).

An addendum need not be circulated for public review but can be included in or attached to the Final EIR or ND (CEQA Guidelines § 15164(c)). The decision-making body shall consider the addendum with the Final EIR prior to making a decision on the project (CEQA Guidelines § 15164(d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to § 15162 (CEQA Guidelines § 15164(e)).

Once an EIR or ND has been certified for a project, no subsequent EIR or ND is required under CEQA unless, based on substantial evidence:¹

1. substantial changes are proposed in the project which will require major revisions of the previous EIR or ND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or ND due to the involvement of new significant

¹ (CEQA Guidelines, § 15162, subd. (a); see also Pub. Resources Code, Section 21166).

environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the ND was adopted, shows any of the following:
 - a. the project will have one or more significant effects not discussed in the previous EIR or ND;
 - b. significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As will be shown herein, the Amendment results in only minor changes to the Plan and Final EIR.

1.2 INTENDED USES OF THIS ADDENDUM

An addendum to an EIR is an informational document used in the planning and decision-making process. The intent of this Addendum to the Final EIR for the Plan is to provide MTC and ABAG with additional information regarding the potential environmental impacts of the Amendment to the Plan. As will be shown herein, the Amendment results in only minor changes to the Plan and Final EIR.

MTC and ABAG may approve the Amendment based on the analysis provided in this Addendum, which shows that the impacts of the Plan (as amended) remain within the impacts previously analyzed in the Final EIR (CEQA Guidelines § 15061(b)(3)). The Amendment does not require any revisions to the Final EIR. No new significant information or significant changes in circumstances surrounding the Plan (“the project”) have occurred since the certification of the Final EIR. The previous analysis included in the Final EIR therefore remains adequate under CEQA. However, MTC and ABAG remain obligated to comply with all applicable mitigation measures and conditions of approval contained within the Final EIR.

1.3 INCORPORATING BY REFERENCE

In compliance with CEQA Guidelines § 15150, this Addendum has incorporated by reference:

- ▲ The Draft and Final EIR for the Plan (SCH No. 2016052041) and all technical studies, analyses, and technical reports that were prepared as part of the Draft and Final EIR or for this Addendum.
- ▲ The 2018 Addendum to the EIR analyzing the U.S. Highway 101 Managed Lanes Project in San Mateo County (RTPID 17-06-0007).

Relevant information from documents incorporated by reference into this Addendum have been briefly summarized in the following section, and the relationship between the incorporated part of the referenced document and this Addendum has been described.

2 PROJECT DESCRIPTION

This section provides a description of the Plan evaluated in the Final EIR, and the Amendment to the Plan proposed by the Alameda County Transportation Commission (ACTC).

2.1 OVERVIEW OF PLAN BAY AREA 2040

The Plan (“Plan Bay Area 2040”) is the updated long-range Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the nine-county San Francisco Bay Area. The Plan is the Bay Area’s roadmap for forecasting transportation needs through the year 2040, preserving the character of our diverse communities, and adapting to the challenges of future population growth. The Plan discusses how the Bay Area will grow over the next two decades and identifies transportation and land use strategies to enable a more sustainable, equitable and economically vibrant future. Starting with the current state of the region, the Plan describes Plan Bay Area 2040 and its goals, a proposed growth pattern and supporting transportation investment strategy, and key actions needed to address ongoing and long-term regional challenges. The Plan also includes supplemental reports for additional details. These documents and the adopted Final Plan can be found at <http://2040.planbayarea.org/reports>.

As a program-level EIR, the Final EIR for the Plan addresses the entire nine-county, 101-city region, impacts of individual land use and transportation projects are not addressed in detail. Instead the focus of the analysis is on addressing the impacts of implementation of the Plan as a whole and includes mitigation measures to offset its potentially significant effects. The potential impacts of individual projects have been or will be evaluated in future environmental review, as relevant, by the appropriate implementing agency as required under CEQA and/or NEPA prior to each project being considered for approval, as applicable.

2.2 INTERSTATE 680 EXPRESS LANES GAP CLOSURE PROJECT (ALAMEDA COUNTY)

The proposed Interstate 680 Express Lanes Gap Closure Project in Alameda County will add an express lane, southbound and northbound, from Alcosta Boulevard to State Route 84, closing the gap between existing and in-progress express lane projects directly to the north and south. The accelerated project development allows for coordinated project delivery with a planned rehabilitation project on the same corridor.

The amendment’s total project cost is \$480 million. Funds for the amendment’s cost are derived from the Plan’s set aside for East and North Bay express lanes projects via the East and North Bay Express Lanes Reserve (RTPID 17-10-0056). Because the project funding is redirected from one adopted project to another within the Plan’s financially constrained transportation investment strategy, and no new funds are added to the Plan’s investment strategy as part of this amendment, the Plan remains financially constrained as required by federal and state planning laws.

The Amendment to the Plan adds the following:

1. Adds the description, cost, and schedule of the Interstate 680 Express Lanes Gap Closure Project in Alameda County (RTPID 17-01-0065):
 - a. **Basic Information** | What would this project/program do?
“Add an express lane to the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84.”
 - b. **Cost and Funding** | How much does this project/program cost?

- \$252 millions (Southbound)
 - \$228 millions (Northbound)
 - c. **Schedule** | By when is the project/program anticipated to open?
 - 2024 (Southbound)
 - 2030 (Northbound)
 - 2. Changes the cost of the East and North Bay Express Lanes Reserve (RTPID 17-10-0056):
 - a. **Cost and Funding** | How much does this project/program cost?
 - \$2,164 ~~\$1,684~~ (millions)

No other changes are proposed in the Amendment.

3 CEQA CHECKLIST AND IMPACT ANALYSIS

3.1 SCOPE OF ANALYSIS

This Addendum evaluates whether the Amendment to the Plan could result in additional significant effects on the environment relative to the conclusions reached in the Final EIR for the Plan.

This Addendum relies on the significance criteria for each issue area and the corresponding analysis methodology described in the Final EIR to assess the potential impacts of the Amendment.

The following environmental categories were specifically examined to determine whether the Amendment would have an effect on the analysis in the Final EIR:

- | | |
|-------------------------------------|-----------------------------------|
| ▲ Transportation | ▲ Water Resources |
| ▲ Air Quality | ▲ Biological Resources |
| ▲ Land Use and Physical Development | ▲ Visual Resources |
| ▲ Energy | ▲ Cultural Resources |
| ▲ Climate Change and GHGs | ▲ Public Utilities and Facilities |
| ▲ Noise | ▲ Hazards |
| ▲ Geology and Seismicity | ▲ Public Services and Recreation |

3.2 ANALYSIS

Additional analysis has been conducted for the environmental categories listed above and the results are discussed below in Table 1. As evidenced herein, the Amendment results in no substantial changes to the Plan (“the project”) nor does the Amendment result in substantial changes with respect to the circumstances under which the Plan is undertaken. The Amendment does not require major revisions of the Final EIR, or preparation of a new, subsequent or supplemental EIR or ND, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. As evidenced herein, the Plan (as amended) would not result in any new impacts that were not previously disclosed, nor has the environmental baseline in the Bay Area changed since the Final EIR, such that new impacts would be created. This conclusion for each environmental topic is explained in the column labeled “Substantial Increase in the Severity of Previously Disclosed Significant Effects.” No new or revised mitigation measures are necessary as a result of the Amendment. All mitigation measures adopted in the Final EIR continue to remain in effect and are incorporated by reference in this Addendum.

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Table 1 Summary of Impacts and Mitigation Measures

Environmental Impact in Final EIR	Conclusion in the Final EIR	Substantial Increase in the Severity of the Previously Disclosed Significant Effects?	Final EIR Mitigation Measures	New or Revised Mitigation Measures	Conclusion with the Amendment
2.1 TRANSPORTATION					
Impact 2.1-1: Implementation of the proposed Plan could result in a significant increase in per-trip travel time for commute travel by any mode over existing conditions. A significant increase in per-trip travel time is defined as greater than 5 percent.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not result in a significant increase (greater than 5 percent) in per-trip travel time for commute travel by any mode over existing conditions (see Table 5). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.1-2: Implementation of the proposed Plan could result in a significant increase in per-trip travel time for non-commute travel by any mode over existing conditions. A significant increase in per-trip travel time is defined as greater than 5 percent.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not result in a significant increase (greater than 5 percent) in per-trip travel time for non-commute travel by any mode over existing conditions (see Table 6). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.1-3: Implementation of the proposed Plan could result in a significant increase in per capita VMT on facilities experiencing level of service (LOS) F	Significant and Unavoidable	No. As discussed under Impact 2.1-4, implementation of the proposed amendment to the Plan would not result in a significant increase (greater than 5 percent) in per capita	Implementing agencies and/or project sponsors shall implement the following measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:	No	Significant and Unavoidable

compared to existing conditions during AM peak periods, PM peak periods, or during the day as a whole (LOS F defines a condition on roads where traffic volumes exceed capacity, resulting in stop-and-go conditions for extended periods of time). A significant increase in LOS F-impacted per capita VMT is defined as greater than 5 percent.	*Less than Significant with Mitigation	VMT compared to existing conditions (see Table 7). Further, since adoption of the Plan, automobile delay as described by level of service measures of vehicle capacity or traffic congestion may no longer be considered a significant impact on the environment. Therefore, any change in per capita VMT on facilities experiencing level of service F compared to existing conditions as a result of the Amendment would not result in an increase in the severity of a significant impact. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-3. The Final EIR identified this as a significant impact that could be mitigated to less than significant, and the identified mitigation measures are listed herein for reference only.	<p>Mitigation Measure 2.1-3-3(a) MTC, in its role as a funding agency, and implementing agencies shall support the advancement of corridor-level plans and implementation of projects located on severely congested (LOS F) facilities.</p> <p>Mitigation Measure 2.1-3-3(b) Transportation demand management (TDM) strategies shall be incorporated into individual land use and transportation projects and plans, as part of the planning process. Local agencies shall incorporate strategies identified in the Federal Highway Administration's publication: Integrating Demand Management into the Transportation Planning Process: A Desk Reference (August 2012) into the planning process (FHWA 2012). For example, the following strategies may be included to encourage use of transit and non-motorized modes of transportation and reduce vehicle miles traveled on the region's roadways:</p> <ul style="list-style-type: none"> include TDM mitigation requirements for new developments; incorporate supporting infrastructure for non-motorized modes, such as, bike lanes, secure bike parking, sidewalks, and crosswalks; provide incentives to use alternative modes and reduce driving, such as, universal transit passes, road and parking pricing; implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools; develop TDM-specific performance measures to evaluate project-specific and system-wide performance; incorporate TDM performance measures in the decision-making process for identifying transportation investments; implement data collection programs for TDM to determine the effectiveness of certain strategies and to measure success over time; and set aside funding for TDM initiatives. 		*Less than Significant with Mitigation
Impact 2.1-4: Implementation of the proposed Plan could result in a significant increase in per capita VMT compared to existing conditions. A significant increase in per capita VMT is defined as greater than 5 percent.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not result in a significant increase (greater than 5 percent) in per capita VMT compared to existing conditions (see Table 7). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-4. The potential impacts of the proposed amendment to the Plan are covered within the	No mitigation is required.	No	Less than Significant

		parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.			
Impact 2.1-5: Implementation of the proposed Plan could result in increased percent utilization of regional transit supply resulting in an exceedance of transit capacity during the AM peak period, PM peak period, or on a daily basis. An exceedance is defined as passenger seat-mile demand for any transit technology being greater than 80 percent of passenger seat-miles supplied by transit operators.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not result in increased percent utilization of regional transit supply resulting in an exceedance (greater than 80 percent) of transit capacity during the AM peak period, PM peak period, or on a daily basis (see Table 8). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.1-6: Implementation of the proposed Plan could cause a disruption to goods movement into or through the Bay Area region.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not cause a disruption to goods movement into or through the Bay Area region. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-6. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.1-7: Implementation of the proposed Plan could cause a disruption to the ongoing operations of the applicable regional or local area transportation system because of construction activities.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not cause a disruption to the ongoing operations of the applicable regional or local area transportation system because of construction activities. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.1-7. The	Mitigation Measure 2.1-7: Implementing agencies and/or project sponsors shall implement the following measure, where feasible and necessary based on project- and site-specific considerations that include: Implementing agencies shall require implementation of best practice strategies regarding construction activities on the transportation system and apply recommended applicable mitigation measures as defined by state and federal agencies. Examples of mitigation measures include, but are not limited to, the following:	No	Significant and Unavoidable *Less than Significant with Mitigation

		potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	<ul style="list-style-type: none"> prepare a transportation construction plan for all phases of construction; establish construction phasing/staging schedule and sequence that minimizes impacts of a work zone on traffic by using operationally-sensitive phasing and staging throughout the life of the project; identify arrival/departure times for trucks and construction workers to avoid peak periods of adjacent street traffic and minimize traffic affects; identify optimal delivery and haul routes to and from the site to minimize impacts to traffic, transit, pedestrians, and bicyclists; identify appropriate detour routes for bicycles and pedestrians in areas affected by construction; coordinate with local transit agencies and provide for relocation of bus stops and ensure adequate wayfinding and signage to notify transit users; preserve emergency vehicle access; implement public awareness strategies to educate and reach out to the public, businesses, and the community concerning the project and work zone (e.g., brochures and mailers, press releases/media alerts); provide a point of contact for residents, employees, property owners, and visitors to obtain construction information, and provide comments and questions; provide current and/or real-time information to road users regarding the project work zone (e.g., changeable message sign to notify road users of lane and road closures and work activities, temporary conventional signs to guide motorists through the work zone); and encourage construction workers to use transit, carpool, and other sustainable transportation modes when commuting to and from the site. 		
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2.2 AIR QUALITY

Impact 2.2-1: Implementation of the proposed Plan could conflict with or obstruct implementation of an applicable air quality plan, including: the primary goals, applicable control measures, or implementation of any control measures.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not conflict with or obstruct implementation of an applicable air quality plan, including: the primary goals, applicable control measures, or implementation of any control measures. No substantial changes have been proposed, no new	No mitigation is required.	No	Less than Significant
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		circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.			
Impact 2.2-2: Implementation of the proposed Plan could result in a substantial net increase in construction-related emissions.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not result in a substantial net increase in construction-related emissions. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	Mitigation Measure 2.2-2: When screening levels are exceeded (see Table 2.2-8 or those most currently updated by BAAQMD), implementing agencies and/or project sponsors shall implement measures, where applicable, feasible, and necessary based on project- and site-specific considerations, that include, but are not limited to the following: Construction Best Practices for Exhaust <ul style="list-style-type: none"> The applicant/general contractor for the project shall submit a list of all off-road equipment greater than 25 horsepower (hp) that would be operated for more than 20 hours over the entire duration of project construction, including equipment from subcontractors, to BAAQMD for review and certification. The list shall include all information necessary to ensure the equipment meets the following requirement: 1) Be zero emissions OR 2) have engines that meet or exceed either EPA or ARB Tier 2 off-road emission standards; and 3) have engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if one is available for the equipment being used. Equipment with engines that meet Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement; therefore, a VDECS would not be required. Idling time of diesel powered construction equipment and trucks shall be limited to no more than two minutes. Clear signage of this idling restriction shall be provided for construction workers at all access points. All construction equipment shall be maintained and properly tuned in accordance with the manufacturers' specifications. Portable diesel generators shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be used when grid power electricity is not feasible. Construction Best Practices for Dust	No	Significant and Unavoidable *Less than Significant with Mitigation

			<ul style="list-style-type: none"> All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. For projects over five acres in size, soil moisture should be maintained at a minimum of 12 percent. Moisture content can be verified by lab samples or a moisture probe. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. Dry power sweeping should only be performed in conjunction with thorough watering of the subject roads. All vehicle speeds on unpaved roads and surfaces shall be limited to 15 mph. All roadway, driveway, and sidewalk paving shall be completed as soon as possible. Building pads shall be paved as soon as possible after grading. All construction sites shall provide a posted sign visible to the public with the telephone number and person to contact at the Lead Agency regarding dust complaints. The recommended response time for corrective action shall be within 48 hours. BAAQMD's Complaint Line (1-800-334-6367) shall also be included on posted signs to ensure compliance with applicable regulations. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time. All trucks and equipment, including their tires, shall be washed off before leaving the site. Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel. 		
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			<p>Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.</p> <p>These BMPs are consistent with recommendations in BAAQMD's CEQA guidelines and Planning Healthy Places (BAAQMD 2010b, BAAQMD 2016). Applicable mitigation measures shall be required at the time grading permits are issued.</p>		
<p>Impact 2.2-3: Implementation of the proposed Plan could result in a net increase of emissions of criteria pollutants from on-road mobile and land use sources compared to existing conditions, including emissions of ROG, NO_x, CO, PM₁₀, and PM_{2.5}, as the SFBAAB is in non-attainment for ozone, PM₁₀, and PM_{2.5} standards.</p>	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>	<p>No. Implementation of the proposed amendment to the Plan would not result in a net increase of emissions of criteria pollutants from on-road mobile and land use sources compared to existing conditions, including emissions of ROG, NO_x, CO, PM₁₀, and PM_{2.5}, as the SFBAAB is in non-attainment for ozone, PM₁₀, and PM_{2.5} standards (see Table 10). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>	<p>Mitigation Measure 2.2-3(a): MTC and ABAG, in partnership with BAAQMD, and implementing agencies, shall use existing air quality and transportation funds and seek additional funds to continue to implement BAAQMD and ARB programs (e.g., Carl Moyer) aimed at retrofits and replacements of trucks and locomotives.</p> <p>Mitigation Measure 2.2-3(b): MTC and ABAG, in partnership with BAAQMD and the Port of Oakland, and other agency partners, shall work together to secure incentive funding to reduce mobile PM emissions from mobile exhaust and entrained PM sources such as tire wear, break wear, and roadway dust.</p> <p>Mitigation Measure 2.2-3(c): MTC and ABAG, in partnership with local air districts, and implementing agencies shall implement Mitigation Measures 2.1-3 (a) and 2.1-3 (b).</p> <p>Mitigation Measure 2.2-3(d): When screening levels are exceeded (see Table 2.2-8 or those most currently updated by BAAQMD), implementing agencies and/or project sponsors shall implement measures, where applicable, feasible, and necessary based on project- and site-specific considerations, that include, but are not limited to the following or are updated by BAAQMD or within CalEEMod.</p>	No	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>
<p>Impact 2.2-4: Implementation of the proposed Plan could cause a cumulative net increase in emissions of toxic air contaminants, including diesel PM, 1,3-butadiene, and benzene, from on-road mobile sources compared to existing conditions.</p>	<p>Less than Significant</p>	<p>No. Implementation of the proposed amendment to the Plan would not cause a cumulative net increase in emissions of toxic air contaminants, including diesel PM, 1,3-butadiene, and benzene, from on-road mobile sources compared to existing conditions. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-4. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously</p>	<p>No mitigation is required.</p>	No	<p>Less than Significant</p>

		disclosed impacts would not substantially increase.			
<p>Impact 2.2-5: Implementation of the proposed Plan could result in a net increase in sensitive receptors located in Transit Priority Areas (TPA) where: (a) TACs or PM_{2.5} concentrations result in cancer risk levels greater than 100 in a million or a concentration of PM_{2.5} greater than 0.8 µg/m³; or (b) TACs or PM_{2.5} concentrations result in noncompliance with an adopted Community Risk Reduction Plan.</p>	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>	<p>No. Implementation of the proposed amendment to the Plan would not result in a net increase in sensitive receptors located in Transit Priority Areas (TPA) where: (a) TACs or PM_{2.5} concentrations result in cancer risk levels greater than 100 in a million or a concentration of PM_{2.5} greater than 0.8 µg/m³; or (b) TACs or PM_{2.5} concentrations result in noncompliance with an adopted Community Risk Reduction Plan. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>	<p>Mitigation Measure 2.2-5(a): When locating sensitive receptors in TAC risk areas, as identified in Figures 2.2-3 to 2.2-13, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to the following:</p> <ul style="list-style-type: none"> Install, operate and maintain in good working order a central heating, ventilation and air conditioning (HVAC) system or other air intake system in the building, or in each individual unit, that meets or exceeds a minimum efficiency reporting value (MERV) of 13 (MERV-16 for projects located in the West Oakland Specific Plan area) or higher. The HVAC system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either high efficiency particulate air (HEPA) filters or American Society of Heating, Refrigeration, and Air-Conditioning Engineers (ASHRAE) certified 85% supply filters shall be used. Maintain, repair and/or replace HVAC system on an ongoing and as needed basis or shall prepare an operation and maintenance manual for the HVAC system and the filter. The manual shall include the operating instructions and the maintenance and replacement schedule. This manual shall be included in the Covenants, Conditions and Restrictions (CC&Rs) for residential projects and/or distributed to the building maintenance staff. In addition, the applicant shall prepare a separate homeowners manual. The manual shall contain the operating instructions and the maintenance and replacement schedule for the HVAC system and the filters. Install passive electrostatic filtering systems with low air velocities (i.e., less than 1 mph). Individual and common exterior open space and outdoor activity areas proposed as part of individual projects shall be located as far away as possible within the project site boundary, face away major freeways, and shall be shielded from the source (i.e., the roadway) of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants. Locate air intakes and design windows to reduce PM exposure (e.g., windows nearest to the roadway do not open). 	No	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>

			<ul style="list-style-type: none"> If sensitive receptors are located near a distribution center, residents shall not be located immediately adjacent to a loading dock or where trucks concentrate to deliver goods. Sensitive receptors within buildings shall be located in areas upwind of major roadway traffic to reduce exposure to reduce cancer risk levels and exposure to PM_{2.5}. Planting trees and/or vegetation between sensitive receptors and pollution source. Trees that are best suited to trapping PM shall be planted, including one or more of the following species: Pine (<i>Pinus nigra</i> var. <i>maritima</i>), Cypress (<i>X Cupressocyparis leylandii</i>), Hybrid poplar (<i>Populus deltoids X trichocarpa</i>), California pepper tree (<i>Schinus molle</i>) and Redwoods (<i>Sequoia sempervirens</i>). Loading docks shall be required to include electric hookups for visiting trucks. Idling of heavy duty diesel trucks at these locations shall be prohibited or limited to no more than 2 minutes. If within the project site, existing and new diesel generators shall meet ARB's Tier 4 emission standards. Emissions from diesel trucks shall be reduced through establishing truck routes to avoid residential neighborhoods or other land uses serving sensitive populations, such as hospitals, schools, and child care centers. A truck route program, along with truck calming, parking and delivery restrictions, shall be implemented to direct traffic activity at non-permitted sources and large construction projects. <p>These BMPs are consistent with recommendations in BAAQMD's CEQA guidelines and Planning Healthy Places (BAAQMD 2011, BAAQMD 2016).</p>		
Impact 2.2-6: Implementation of the proposed Plan could result in changes in TAC and or PM _{2.5} exposure levels that disproportionately impact minority and low-income populations.	Significant and Unavoidable	No. Implementation of the proposed amendment to the Plan would not result in changes in TAC and or PM _{2.5} exposure levels that disproportionately impact minority and low-income populations (see Table 10). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-6. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the	<p>Mitigation Measure 2.2-6(a): MTC/ABAG shall partner with BAAQMD and local lead agencies to develop a program to install air filtration devices in existing residential buildings, and other buildings with sensitive receptors, located near freeways or sources of TACs and PM_{2.5}.</p> <p>Mitigation Measure 2.2-6(b): MTC/ABAG shall partner with BAAQMD to develop a program to provide incentives to replace older locomotives and trucks in the region to reduce TACs and PM_{2.5}.</p> <p>Mitigation Measure 2.2-6(c): MTC and ABAG, in partnership with local air districts, and implementing agencies shall implement Mitigation Measures 2.1-3 (a) and 2.1-3 (b).</p> <p>Mitigation Measure 2.2-6 (d): Implement measure 2.2-5(a).</p>	No	Significant and Unavoidable

		mitigation measures identified in the Final EIR as applicable.			
Impact 2.2-7: Implementation of the proposed Plan could result in a substantial emission of objectionable odors.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not result in a substantial emission of objectionable odors. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.2-7. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant

2.3 LAND USE AND PHYSICAL DEVELOPMENT

Impact 2.3-1: Implementation of the proposed Plan could increase the risk of displacement for a substantial number of existing residents, necessitating the construction and preservation of additional affordable housing elsewhere within the region.	Potentially Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not increase the risk of displacement for a substantial number of existing residents, necessitating the construction and preservation of additional affordable housing elsewhere within the region. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	Mitigation Measure 2.3-1: Implementing agencies and/or project sponsors shall implement, where feasible and necessary, the mitigation measures described throughout this EIR to address the effects of displacement that could result in the construction of replacement housing, including Mitigation Measures 2.2-2 (air quality); 2.3-2, 2.3-4, and 2.3-5 (land use); 2.5-4 (sea level rise); 2.6-1, 2.6-5, and 2.6-6 (noise); 2.9-1 through 2.9-5 (biological resources); 2.10-1 and 2.10-3 through 2.10-5 (visual resources); 2.11-1 through 2.11-5 (cultural resources); and 2.13-4 (hazards).	No	Potentially Significant and Unavoidable *Less than Significant with Mitigation
Impact 2.3-2: Implementation of the proposed Plan could physically divide an established community.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not physically divide an established community. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of	Mitigation Measure 2.3-2: Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> New transportation projects within urban areas shall be required to incorporate design features such as sidewalks, bike lanes, and bike/pedestrian bridges or tunnels that maintain or improve access and connections within existing communities and to public transit. 	No	Significant and Unavoidable *Less than Significant with Mitigation

		the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	Through regional programs such as the One Bay Area Grants (OBAG), MTC/ABAG shall continue to support planning efforts for locally sponsored traffic calming and alternative transportation initiatives, such as paths, trails, overcrossings, bicycle plans, that foster improved neighborhoods and community connections.		
Impact 2.3-3: Implementation of the proposed Plan could conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plans, specific plans, local coastal programs) adopted for the purpose of avoiding or mitigating an environmental effect.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plans, specific plans, local coastal programs) adopted for the purpose of avoiding or mitigating an environmental effect. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-3. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.3-4: Implementation of the proposed Plan could directly or indirectly convert substantial amounts of important agricultural lands and open space (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) or lands under Williamson Act contract to non-agricultural use.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not directly or indirectly convert substantial amounts of important agricultural lands and open space (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) or lands under Williamson Act contract to non-agricultural use. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	Mitigation Measure 2.3-4: Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project-and site-specific considerations that include but are not limited to those identified below. <ul style="list-style-type: none"> require project relocation or corridor realignment, where feasible, to avoid agricultural land, especially Prime Farmland; maintain and expand agricultural land protections such as urban growth boundaries; compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies; require acquisition of conservation easements on land at least equal in quality and size as mitigation for the loss of agricultural land; and/or institute new protection of farmland in the project area or elsewhere through the use of long-term restrictions on use, such as 	No	Significant and Unavoidable *Less than Significant with Mitigation

			20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.).		
Impact 2.3-5: Implementation of the proposed Plan could directly or indirectly result in the loss of forest land, conversion of forest land to non-forest use, or conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not directly or indirectly result in the loss of forest land, conversion of forest land to non-forest use, or conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.3-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	Mitigation Measure 2.3-5: Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project-and site-specific considerations including but not limited to those identified below. <ul style="list-style-type: none"> require project relocation or corridor realignment, where feasible, to avoid forest land; maintain and expand forest land protections such as urban growth boundaries; compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies; and/or require acquisition of conservation easements on land at least equal in quality and size as mitigation for the loss of forest land.	No	Significant and Unavoidable *Less than Significant with Mitigation

2.4 ENERGY

Impact 2.4-1: Implementation of the proposed Plan could result in wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation, as evidenced by a failure to decrease overall per capita energy consumption or decrease reliance on fossil fuels such as coal, natural gas, and oil.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not result in wasteful, inefficient, or unnecessary consumption of energy, during project construction or operation, as evidenced by a failure to decrease overall per capita energy consumption or decrease reliance on fossil fuels such as coal, natural gas, and oil. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.4-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.4-2: Implementation of the proposed Plan could fail to incorporate feasible renewable energy or energy	Less than Significant	No. Implementation of the proposed amendment to the Plan would not fail to incorporate feasible renewable energy or energy	No mitigation is required.	No	Less than Significant

efficiency measures into building design, equipment uses, transportation, or other project features, or otherwise fail to increase reliance on renewable energy sources.		efficiency measures into building design, equipment uses, transportation, or other project features, or otherwise fail to increase reliance on renewable energy sources. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.4-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.			
2.5 CLIMATE CHANGE AND GREENHOUSE GASES					
Impact 2.5-1: Implementation of the proposed Plan could fail to reduce per capita passenger vehicle and light duty truck CO ₂ emissions by seven percent by 2020 and by 15 percent by 2035 as compared to the 2005 baseline, per SB 375.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not fail to reduce per capita passenger vehicle and light duty truck CO ₂ emissions by seven percent by 2020 and by 15 percent by 2035 as compared to the 2005 baseline, per SB 375 (see Table 11). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-1. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.5-2: Implementation of the proposed Plan could result in a net increase in direct and indirect GHG emissions in 2040 when compared to existing conditions.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not result in a net increase in direct and indirect GHG emissions in 2040 when compared to existing conditions (see Table 12/13). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-2. The potential impacts of proposed amendment to the Plan are covered within the	No mitigation is required.	No	Less than Significant

		parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.			
Impact 2.5-3: Implementation of the proposed Plan could substantially conflict with the goal of SB 32 to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030.	Significant and Unavoidable	No. Implementation of the proposed amendment to the Plan would not substantially conflict with the goal of SB 32 to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030 (see Table 14). No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	<p>Mitigation Measure 2.5-3: Consistent with the recommendations in the Draft 2017 Scoping Plan, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> MTC and ABAG, in partnership with the BAAQMD, shall work with the counties and cities in the Bay Area to adopt qualified GHG reduction plans (e.g., CAPs). The CAPs can be regional or adopted by individual jurisdictions, so long as they meet the standards of a GHG reduction program as described in CEQA Guidelines Section 15183.5. At the regional level, the cumulative emissions reduction of individual CAPs within the region or a regional CAP should demonstrate an additional Bay Area-wide reduction of 24 MMTCO₂e from land uses and on-road transportation compared with projected 2040 emissions levels already expected to be achieved by the Plan. (This is based on the 2015 Bay Area land use and on-road transportation emissions of 52 MMTCO₂e, an interpolated statewide GHG reduction target of 60 percent below 1990 levels by 2040, and a two percent increase in statewide emissions between 1990 and 2015). The CAP(s) should also show a commitment to achieving a downward trajectory in emissions post-2040 to meet statewide goals of reducing GHG emissions by 80 percent below 1990 levels by 2050, per S-03-05. <p>These reductions can be achieved through a combination of programs, including ZNE in new construction, retrofits of existing buildings, incentivizing and development of renewable energy sources that serve both new and existing land uses, and other measures so long as the overall 32 MMTCO₂e reduction (by 2040) can be demonstrated. This target can be adjusted if statewide legislation or regulations would reduce GHG emissions, so long as a trajectory to achieve this target in the Bay Area is maintained.</p> <p>Implementation of CAPs in the region would help to reduce both GHG and area source emissions from the land use projects that would be constructed under the Plan, as well as reducing GHG emissions from existing uses. However, this may require installation of renewable energy facilities on houses and businesses, construction of community-serving facilities such as small-scale solar farms, or other actions. These additional facilities, if needed, could require in</p>	No	Significant and Unavoidable

			additional land conversion, resulting in similar environmental impacts associated with land use development described throughout this EIR.		
Impact 2.5-4: Implementation of the proposed Plan could substantially conflict with local plans or policies adopted to reduce emissions of GHGs.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not substantially conflict with local plans or policies adopted to reduce emissions of GHGs. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.5-5: Implementation of the proposed Plan could result in a net increase in transportation projects within areas projected to be regularly inundated by sea level rise by midcentury.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not result in a net increase in transportation projects within areas projected to be regularly inundated by sea level rise by midcentury. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: Mitigation Measure 2.5-4(a): MTC and ABAG shall continue coordinating with BCDC, in partnership with the Bay Area Regional Collaborative and regional agencies and other partners, to conduct vulnerability and risk assessments for the region's transportation infrastructure. These assessments will build upon MTC and BCDC's Adapting to Rising Tides Program projects. Evaluation of regional and project-level vulnerability and risk assessments will assist in the identification of the appropriate adaptation strategies to protect transportation infrastructure and resources, as well as land use development projects, that are likely to be impacted. The Adaptation Strategies (see Appendix F of this Draft EIR) includes a list of potential adaptation strategies that can mitigate the impacts of sea level rise. In most cases, more than one adaptation strategy will be required to protect a given transportation project or land use development project, and the implementation of the adaptation strategy will require coordination with other agencies and stakeholders. As MTC and BCDC conduct vulnerability and risk assessments for the region's transportation infrastructure, the Adaptation Strategies should serve as a guide for selecting adaptation strategies and should be expanded as additional strategies are identified. Mitigation Measure 2.5-4(b): Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are	No	Significant and Unavoidable *Less than Significant with Mitigation

			not limited to, coordination with BCDC, Caltrans, local jurisdictions (cities and counties), Park Districts, and other transportation agencies to develop Transportation Asset Management Plans that consider the potential impacts of sea level rise over the life cycle of threatened assets. Mitigation Measure 2.5-4(c): Implementing agencies shall require project sponsors to incorporate the appropriate adaptation strategy or strategies to reduce the impacts of sea level rise, changes in precipitation and storm events on specific local transportation and land use development projects, where feasible, based on project- and site-specific considerations. Potential adaptation strategies are included in the Adaptation Strategies (see Appendix F of this Draft EIR).		
Impact 2.5-6: Implementation of the proposed Plan could result in an increase in land use development within areas regularly inundated by sea level rise by midcentury.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not result in an increase in land use development within areas regularly inundated by sea level rise by midcentury. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.5-6. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	Implement Mitigation Measures 2.5-4(a) and 2.5-4(b) under Impact 2.5-4.	No	Significant and Unavoidable *Less than Significant with Mitigation

2.6 NOISE

Impact 2.6-1: Implementation of the proposed Plan could result in exposure of persons to or generation of temporary construction noise levels and/or ground vibration levels in excess of standards established by local jurisdictions or other applicable regulatory agencies.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not result in exposure of persons to or generation of temporary construction noise levels and/or ground vibration levels in excess of standards established by local jurisdictions or other applicable regulatory agencies. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the	Mitigation Measure 2.6-1(a): Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: To reduce construction noise levels, implementing agencies and/or project sponsors shall: <ul style="list-style-type: none"> comply with local construction-related noise standards, including restricting construction activities to permitted hours as defined under local jurisdiction regulations (e.g.; Alameda County Code restricts construction noise to between 7:00 am and 7:00 pm on weekdays and between 8:00 am and 5:00 pm on weekend); properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g. mufflers, silencers, wraps); 	No	Significant and Unavoidable *Less than Significant with Mitigation
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		mitigation measures identified in the Final EIR as applicable.	<ul style="list-style-type: none"> prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors; locate stationary equipment such as generators, compressors, rock crushers, and cement mixers a minimum of 50 feet from sensitive receptors, but further if possible; erect temporary construction-noise barriers around the construction site when adjacent occupied sensitive land uses are present within 75 feet; use noise control blankets on building structures as buildings are erected to reduce noise emission from the site; and use cushion blocks to dampen impact noise from pile driving. <p>Mitigation Measure 2.6-1(b): To reduce construction vibration levels, implementing agencies and/or project sponsors shall comply with the following:</p> <ul style="list-style-type: none"> to minimize disturbance of receptors within 550 feet of pile-driving activities, implement "quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; and to reduce structural damage, where pile driving is proposed within 50 feet of an older or historic building, engage a qualified geotechnical engineer and qualified historic preservation professional (for designated historic buildings only) and/or structural engineer to conduct a pre-construction assessment of existing subsurface conditions and the structural integrity of nearby (i.e., within 50 feet) historic structures that would be exposed to pile-driving activity. If recommended by the pre-construction assessment, for structures or facilities within 50 feet of pile-driving activities, the project sponsors shall require ground vibration monitoring of nearby historic structures. Such methods and technologies shall be based on the specific conditions at the construction site such as, but not limited to, the pre-construction surveying of potentially affected historic structures and underpinning of foundations of potentially affected structures, as necessary. The pre-construction assessment shall include a monitoring program to detect ground settlement or lateral movement of structures in the vicinity of pile-driving activities and identify corrective measures to be taken should monitored vibration levels indicate the potential for building damage. In the event of unacceptable ground movement with the potential to cause structural damage, all impact work shall cease and 		
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			corrective measures shall be implemented to minimize the risk to the subject, or adjacent, historic structure.		
Impact 2.6-2: Implementation of the proposed Plan could result in long-term permanent increases in traffic-noise levels that exceed applicable thresholds.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not result in long-term permanent increases in traffic-noise levels that exceed applicable thresholds. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	<p>Mitigation Measure 2.6-2: Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <p>For all new development that could be located within the 70 dBA CNEL noise contour of a roadway (within 270 feet of the roadway's centerline based on freeways with the greatest volumes in the region), a site-specific noise study shall be conducted by a qualified acoustical engineer or noise specialist, to evaluate noise exposure at new receptors and recommend appropriate measures to reduce noise exposure. To reduce exposure from traffic-noise, lead agencies and/or project sponsors shall consider mitigation measures including, but not limited to those identified below:</p> <ul style="list-style-type: none"> design adjustments to proposed roadway or transit alignments to reduce noise levels in noise sensitive areas (e.g., below-grade roadway alignments can effectively reduce noise levels in nearby areas); use techniques such as landscaped berms, dense plantings, reduced-noise paving materials, and traffic calming measures in the design of their transportation improvements; contribute to the insulation of buildings or construction of noise barriers around sensitive receptor properties adjacent to the transportation improvement; use land use planning measures, such as zoning, restrictions on development, site design, and buffers to ensure that future development is noise compatible with adjacent transportation facilities and land uses; construct roadways so that they are depressed below-grade of the existing sensitive land uses to create an effective barrier between new roadway lanes, roadways, rail lines, transit centers, park- n-ride lots, and other new noise generating facilities; and maximize the distance between noise-sensitive land uses and new noise-generating facilities and transportation systems. 	No	Significant and Unavoidable *Less than Significant with Mitigation
Impact 2.6-3: Implementation of the proposed Plan could result in long-term permanent increases in rail transit noise levels that exceed applicable thresholds.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not result in long-term permanent increases in rail transit noise levels that exceed applicable thresholds. No substantial changes have been proposed, no new circumstances have occurred, and no	Mitigation Measure 2.6-3(a): To reduce transit-related noise exposure to existing or proposed development within 50 feet of a rail transit line, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:	No	Significant and Unavoidable *Less than Significant with Mitigation

		substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	<p>When finalizing development project site plans, noise-sensitive outdoor use areas shall be sited as far away from adjacent noise sources as possible and site plans shall be designed to shield noise-sensitive spaces with buildings or noise barriers whenever possible.</p> <p>Mitigation Measure 2.6-3(b): When finalizing development project site plans or transportation project design, sufficient setback between occupied structures and the railroad tracks shall be provided to minimize noise exposure to the extent feasible.</p> <p>Mitigation Measure 2.6-3(c): Prior to project approval, the implementing agency for a transportation project shall ensure that the transportation project sponsor applies the following mitigation measures (or other technologically feasible measures) to achieve a site-specific exterior noise level of 70 dBA CNEL (or other applicable local noise standard) and interior noise level of 45 dBA CNEL at sensitive land uses, as applicable for transit projects:</p> <ul style="list-style-type: none"> use of sound reduction barriers such as landscaped berms and dense plantings, locate rail extension below grade as feasible, use of damped wheels on railway cars, use of vehicle skirts, use under car acoustically absorptive material, and install sound insulation treatments for impacted structures. 		
Impact 2.6-4: Implementation of the proposed Plan could result in long-term permanent increase in transit-vibration levels that exceed applicable thresholds.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not result in long-term permanent increase in transit-vibration levels that exceed applicable thresholds. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	<p>Mitigation Measure 2.6-4(a): To reduce vibration effects from rail operations, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <p>When finalizing site plans for a development or transportation project, implementing agencies shall conduct a project-level noise and vibration assessments for new residential or other sensitive land uses to be located within 200 feet of an existing rail line. These studies shall be conducted by a qualified acoustical engineer or noise specialist to determine vibration levels at these projects and recommend feasible mitigation measures (e.g., insulated windows and walls, sound walls or barriers, distance setbacks, or other construction or design measures) that would reduce vibration-noise to an acceptable level.</p> <p>Mitigation Measure 2.6-4(b): Prior to project approval, the implementing agencies shall ensure that project sponsors apply the following mitigation measures to achieve FTA recommended vibration levels of 72 VdB at residential land uses, or other applicable standard, for rail extension projects:</p>	No	Significant and Unavoidable *Less than Significant with Mitigation

			<ul style="list-style-type: none"> use of high resilience (soft) direct fixation fasteners for embedded track; install ballast mat, or other approved technology for the purpose of reducing vibration, for ballast and tie track; and conduct regular rail maintenance including rail grinding, wheel truing to re-contour wheels, providing smooth running surfaces. 		
Impact 2.6-5: Implementation of the proposed Plan could result in general increases in ambient noise and associated exposure of sensitive receptors to new or additional stationary noise sources in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not result in general increases in ambient noise and associated exposure of sensitive receptors to new or additional stationary noise sources in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	Mitigation Measure 2.6-5: To reduce exposure to new and existing sensitive receptors from non-transportation noise associated with projected development, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> Local agencies approving land use projects shall require that routine testing and preventive maintenance of emergency electrical generators be conducted during the less sensitive daytime hours (per the applicable local municipal code). Electrical generators or other mechanical equipment shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. Local agencies approving land use projects shall require that external mechanical equipment, including HVAC units, associated with buildings incorporate features designed to reduce noise to below 70 dBA CNEL or the local applicable noise standard. These features may include, but are not limited to, locating equipment within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors. 	No	Significant and Unavoidable *Less than Significant with Mitigation
Impact 2.6-6: Implementation of the proposed Plan could result in exposure of people residing or working in the planning area to excessive noise levels where an airport land use plan is adopted or, where such a plan has not been adopted, within two miles of a public airport, public use airport, or private airstrip.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not result in exposure of people residing or working in the planning area to excessive noise levels where an airport land use plan is adopted or, where such a plan has not been adopted, within two miles of a public airport, public use airport, or private airstrip. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.6-6. The	Mitigation Measure 2.6-6: To reduce exposure from airport-related noise, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> Local lead agencies for all new development proposed to be located within an existing airport influence zone, as defined by the locally adopted airport land use compatibility plan or local general plan, shall require a site-specific noise compatibility. The study shall consider and evaluate existing aircraft noise, based on specific aircraft activity data for the airport in question, and shall include recommendations for site design and building construction to ensure compliance with interior 	No	Significant and Unavoidable *Less than Significant with Mitigation

		potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	noise levels of 45 dBA CNEL, such that the potential for sleep disturbance is minimized.		
2.7 GEOLOGY AND SEISMICITY					
Impact 2.7-1: Implementation of the proposed Plan could increase the exposure of people or structures to the risk of property loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not increase the exposure of people or structures to the risk of property loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-1. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.7-2: Implementation of the proposed Plan could increase exposure of people or structures to the risk of property loss, injury, or death involving strong seismic ground shaking.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not increase exposure of people or structures to the risk of property loss, injury, or death involving strong seismic ground shaking. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.7-3: Implementation of the proposed Plan could increase exposure of people or structures to the risk of property loss, injury, or death involving seismic-	Less than Significant	No. Implementation of the proposed amendment to the Plan would not increase exposure of people or structures to the risk of property loss, injury, or death involving seismic-	No mitigation is required.	No	Less than Significant

related ground failure, including liquefaction.		related ground failure, including liquefaction. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.			
Impact 2.7-4: Implementation of the proposed Plan could increase exposure of people or structures to the risk of property loss, injury, or death involving landslides.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not increase exposure of people or structures to the risk of property loss, injury, or death involving landslides. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-4. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.7-5: Implementation of the proposed Plan could result in substantial soil erosion or topsoil loss.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not result in substantial soil erosion or topsoil loss. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-5. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.7-6: Implementation of the proposed Plan could result in locating development on a geologic unit or soil that is unstable, contains expansive	Less than Significant	No. Implementation of the proposed amendment to the Plan would not result in locating development on a geologic unit or soil that is unstable, contains expansive properties,	No mitigation is required.	No	Less than Significant

properties, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.		or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-6. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.			
Impact 2.7-7: Implementation of the proposed Plan could result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State or a locally-important mineral resources recovery site delineated on a local land use plan.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State or a locally-important mineral resources recovery site delineated on a local land use plan. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.7-7. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
2.8 WATER RESOURCES					
Impact 2.8-1: Implementation of the proposed Plan could result in violation of water quality standards or waste or stormwater discharge requirements.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not result in violation of water quality standards or waste or stormwater discharge requirements. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-1. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously	No mitigation is required.	No	Less than Significant

		disclosed impacts would not substantially increase.			
Impact 2.8-2: Implementation of the proposed Plan could substantially interfere with or reduce rates of groundwater recharge because of the increased amount of impervious surfaces, such that there could be a net deficit in aquifer volume or a lowering of the groundwater table.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not substantially interfere with or reduce rates of groundwater recharge because of the increased amount of impervious surfaces, such that there could be a net deficit in aquifer volume or a lowering of the groundwater table. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-2. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.8-3: Implementation of the proposed Plan could increase erosion by altering the existing drainage patterns of a site, contributing to sediment loads of streams and drainage facilities, and thereby affecting water quality.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not increase erosion by altering the existing drainage patterns of a site, contributing to sediment loads of streams and drainage facilities, and thereby affecting water quality. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-3. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.8-4: Implementation of the proposed Plan could increase non-point pollution of stormwater runoff because of litter, fallout from airborne particulate emissions, or discharges of vehicle residues, including petroleum hydrocarbons and metals, that would impact the quality of receiving waters.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not increase non-point pollution of stormwater runoff because of litter, fallout from airborne particulate emissions, or discharges of vehicle residues, including petroleum hydrocarbons and metals, that would impact the quality of receiving waters. No substantial changes have been proposed, no new circumstances have occurred, and no	No mitigation is required.	No	Less than Significant

		substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-4. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.			
Impact 2.8-5: Implementation of the proposed Plan could increase non-point-source pollution of stormwater runoff from construction sites because of discharges of sediment, chemicals, and wastes to nearby storm drains and creeks.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not increase non-point-source pollution of stormwater runoff from construction sites because of discharges of sediment, chemicals, and wastes to nearby storm drains and creeks. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-5. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.8-6: Implementation of the proposed Plan could increase rates and amounts of runoff because of additional impervious surfaces, cut-and-fill slopes, or result in alterations to drainage systems that could cause potential flood hazards and effects on water quality.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not increase rates and amounts of runoff because of additional impervious surfaces, cut-and-fill slopes, or result in alterations to drainage systems that could cause potential flood hazards and effects on water quality. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-6. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant

Impact 2.8-7: Implementation of the proposed Plan could place structures that would impede or redirect flows within a 100-year flood hazard area.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not place structures that would impede or redirect flows within a 100-year flood hazard area. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-7. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.8-8: Implementation of the proposed Plan could expose people to a significant risk of loss, injury, or death involving flooding (including flooding as a result of the failure of a levee or dam), seiche, tsunami, or mudflow.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not expose people to a significant risk of loss, injury, or death involving flooding (including flooding as a result of the failure of a levee or dam), seiche, tsunami, or mudflow. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.8-8. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant

2.9 BIOLOGICAL RESOURCES

Impact 2.9-1a: Implementation of the proposed Plan could have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not have a substantial adverse effect, either directly or through habitat modifications, on species identified as candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or	Mitigation Measure 2.9-1(a): Implementing agencies shall require project sponsors to prepare biological resource assessments for specific projects proposed in areas containing, or likely to contain, habitat for special-status plants and wildlife. The assessment shall be conducted by qualified professionals pursuant to adopted protocols and agency guidelines. Where the biological resource assessments establish that mitigation is required to avoid direct and indirect adverse effects on special-status plant and wildlife species, or compensate for unavoidable effects, mitigation shall be developed consistent with the requirements of CEQA, USFWS, CDFW, and local regulations and guidelines, in addition to requirements of any applicable and adopted HCP/NCCP or other applicable plans	No	Significant and Unavoidable *Less than Significant with Mitigation
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		<p>verification with respect to Impact 2.9-1a. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>	<p>developed to protect species or habitat. Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> In support of CEQA, NEPA, CDFW, and USFWS review and permitting processes for individual proposed Plan projects, pre-project biological surveys shall be conducted as part of the environmental review process to determine the presence and extent of sensitive habitats and/or species in the project vicinity. Surveys shall follow established methods and shall be conducted at times when the subject species is most likely to be identified. In cases where impacts to state- or federally-listed plant or wildlife species are possible, formal protocol-level surveys may be required on a species-by-species basis to determine the local distribution of these species. Coordination with the USFWS and/or CDFW shall be conducted early in the planning process at an informal level for projects that could adversely affect federal or state candidate, proposed, threatened, or endangered species to determine the need for consultation or permitting actions. Projects shall obtain incidental take authorization from the permitting agencies as required before project implementation. Project designs shall be reconfigured, whenever practicable, to avoid special-status species and sensitive habitats. Projects shall minimize ground disturbances and transportation project footprints near sensitive areas to the extent practicable. Project activities in the vicinity of sensitive resources shall be completed during the period that best avoids disturbance to plant and wildlife species present to the extent feasible. Individual projects shall minimize the use of in-water construction methods in areas that support sensitive aquatic species, especially when listed species could be present. In the event that equipment needs to operate in any watercourse with flowing or standing water where special-status species may be affected, a qualified biological resource monitor shall be present to alert construction crews to the possible presence of such special-status species. If project activities involve pile driving or vibratory hammering in or near water, interim hydroacoustic threshold criteria for protected fish species shall be adopted as set forth by the Interagency Fisheries Hydroacoustic Working Group, as well as other avoidance methods to reduce the adverse effects of construction to sensitive fish, piscivorous birds, and marine mammal species. 		
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			<ul style="list-style-type: none"> Construction shall not occur during the breeding season near riparian habitat, freshwater marshlands, and salt marsh habitats that support nesting bird species protected under the Endangered Species Act, Migratory Bird Treaty Act, or California Fish and Game Code (e.g., yellow warbler, tricolored blackbird, Ridgway's rail, etc.). A qualified biologist shall locate and fence off sensitive resources before construction activities begin and, where required, shall inspect areas to ensure that barrier fencing, stakes, and setback buffers are maintained during construction. For work sites located adjacent to special-status plant or wildlife populations, a biological resource education program shall be provided for construction crews and contractors (primarily crew and construction foremen) before construction activities begin. Biological monitoring shall be considered for areas near identified habitat for federal- and state-listed species, and a "no take" approach shall be taken whenever feasible during construction near special-status plant and wildlife species. Efforts shall be made to minimize the adverse effects of light and noise on listed and sensitive wildlife. Project activities shall comply with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures protective of special-status species. Compensatory mitigation for unavoidable loss of habitat or other impacts to special-status species may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies. 		
Impact 2.9-1b: Implementation of the proposed Plan could have substantial adverse impacts on designated critical habitat for federally listed plant and wildlife species.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not have substantial adverse impacts on designated critical habitat for federally listed plant and wildlife species. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.9-1b. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would	Mitigation Measure 2.9-1(b): Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> Coordination with the USFWS and/or NMFS shall be conducted early in the environmental review process to determine the need for further mitigation, consultation, or permitting actions. Formal consultation is required for any project with a federal nexus when a species is likely to be adversely affected. Reconfigure project designs to avoid or minimize adverse effects on protected species within designated critical habitats. 	No	Less than Significant

		incorporate the mitigation measures identified in the Final EIR as applicable.	<p>Compliance with existing local regulations and policies, including applicable HCP/NCCPs.</p> <p>Additionally, implementation of Mitigation Measure 2.9-1(a), above, which includes an initial biological resource assessment and, if necessary, compensatory mitigation for unavoidable loss of habitat or other impacts to special-status species. Compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies.</p>		
<p>Impact 2.9-2: Implementation of the proposed Plan could have a substantial adverse effect on riparian habitat, federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal), or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, through direct removal, filling, hydrological interruption, or other means.</p>	<p>Significant and Unavoidable</p> <p>*Less than Significant with Mitigation</p>	<p>No. Implementation of the proposed amendment to the Plan would not have a substantial adverse effect on riparian habitat, federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal), or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, through direct removal, filling, hydrological interruption, or other means. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.9-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>	<p>Mitigation Measure 2.9-2: Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <p>Mitigation measures that shall be considered by implementing agencies and/or project sponsors based on project- and site-specific considerations include, but are not limited to:</p> <ul style="list-style-type: none"> Implementing agencies shall require project sponsors to prepare biological resource assessments for specific projects proposed in areas containing, or likely to contain, jurisdictional waters and/or other sensitive or special-status communities. These assessments shall be conducted by qualified professionals in accordance with agency guidelines and standards. In keeping with the “no net loss” policy for wetlands and other waters, project designs shall be configured, whenever possible, to avoid wetlands and other waters and avoid disturbances to wetlands and riparian corridors to preserve both the habitat and the overall ecological functions of these areas. Projects shall minimize ground disturbances and transportation project footprints near such areas to the extent practicable. Where avoidance of jurisdictional waters is not feasible, project sponsors shall minimize fill and the use of in-water construction methods, and place fill only with express permit approval from the appropriate resources agencies (e.g., USACE, RWQCB, CDFW, BCDC, and CCC) and in accordance with applicable existing regulations, such as the Clean Water Act or local stream protection ordinances. Project sponsors shall arrange for compensatory mitigation in the form of mitigation bank credits, on-site or off-site enhancement of existing waters or wetland creation in accordance with applicable existing regulations and subject to approval by the USACE, RWQCB, 	No	<p>Significant and Unavoidable</p> <p>*Less than Significant with Mitigation</p>

			<p>CDFW, BCDC, and CCC. If compensatory mitigation is required by the implementing agency, the project sponsor shall develop a restoration and monitoring plan that describes how compensatory mitigation will be achieved, implemented, maintained, and monitored. At a minimum, the restoration and monitoring plan shall include clear goals and objectives, success criteria, specifics on restoration/creation/enhancement (plant palette, soils, irrigation, etc.), specific monitoring periods and reporting guidelines, and a maintenance plan. The following minimum performance standards (or other standards as required by the permitting agencies) shall apply to any wetland compensatory mitigation:</p> <ul style="list-style-type: none"> I Compensation shall be provided at a minimum 1:1 ratio for restoration and preservation but shall in all cases be consistent with mitigation ratios set forth in locally applicable plans (e.g., general plans, HCP/NCCPs, etc.), or in project-specific permitting documentation. Compensatory mitigation may be a combination of onsite restoration/creation/enhancement or offsite restoration, preservation, and/or enhancement. Compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies. I In general, any compensatory mitigation shall be monitored for a minimum of five years and will be considered successful when at least 75 percent cover (or other percent cover considered appropriate for the vegetation type) of installed vegetation has become successfully established. I In accordance with CDFW guidelines and other instruments protective of sensitive or special-status natural communities, project sponsors shall avoid and minimize impacts on sensitive natural communities when designing and permitting projects. Where applicable, projects shall conform to the provisions of special area management or restoration plans, such as the Suisun Marsh Protection Plan or the East Contra Costa County HCP, which outline specific measures to protect sensitive vegetation communities. I If any portion of a special-status natural community is permanently removed or temporarily disturbed, the project sponsor shall compensate for the loss. If such mitigation is required by the implementing agency, the project sponsor shall develop a restoration and monitoring plan that describes how compensatory 		
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			<p>mitigation will be achieved, implemented, maintained, and monitored. At a minimum, the restoration and monitoring plan shall include clear goals and objectives, success criteria, specifics on restoration/creation/ enhancement (plant palette, soils, irrigation, etc.), specific monitoring periods and reporting guidelines, and a maintenance plan. The following minimum performance standards (or other standards as required by the permitting agencies) shall apply to any compensatory mitigation for special-status natural communities:</p> <ul style="list-style-type: none"> I Compensation shall be provided at a minimum 1:1 ratio for restoration and preservation but shall in all cases be consistent with mitigation ratios set forth in locally applicable plans (e.g., general plans, HCP/NCCPs, etc.) or in project-specific permitting documentation. Compensatory mitigation may be a combination of onsite restoration/creation/enhancement or offsite restoration, preservation, and/or enhancement. Compensatory mitigation may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies. I In general, any compensatory mitigation shall be monitored for a minimum of five years and will be considered successful when at least 75 percent cover (or other percent cover considered appropriate for the vegetation type) of installed vegetation has become successfully established. I Compliance with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures protective of jurisdictional wetlands or special-status natural communities. 		
<p>Impact 2.9-3: Implementation of the proposed Plan could interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridor or impede the use of native wildlife nursery sites.</p>	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>	<p>No. Implementation of the proposed amendment to the Plan would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridor or impede the use of native wildlife nursery sites. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to</p>	<p>Mitigation Measure 2.9-3: Implementing agencies shall require project sponsors to prepare detailed analyses for specific projects affecting ECA lands to determine what wildlife species may use these areas and what habitats those species require. Projects that would not affect ECA lands but that are located within or adjacent to open lands, including wildlands and agricultural lands, shall also assess whether or not significant wildlife corridors are present, what wildlife species may use them, and what habitat those species require. The assessment shall be conducted by qualified professionals and according to applicable agency standards.</p>	No	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>

		Impact 2.9-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> constructing wildlife friendly overpasses and culverts; fencing major transportation corridors in the vicinity of identified wildlife corridors; using wildlife-friendly fences that allow larger wildlife such as deer to get over, and smaller wildlife to go under; limiting wildland conversions in identified wildlife corridors; retaining wildlife-friendly vegetation in and around developments; and complying with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures to protect wildlife corridors. 		
Impact 2.9-4: Implementation of the proposed Plan could conflict with adopted local conservation policies, such as a tree protection ordinance, or resource protection and conservation plans, such as a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other adopted local, regional, or state habitat conservation plans.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not conflict with adopted local conservation policies, such as a tree protection ordinance, or resource protection and conservation plans, such as a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other adopted local, regional, or state habitat conservation plans. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.9-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.9-5: Implementation of the proposed Plan could have the potential to substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or substantially reduce the number or restrict the range of	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not have the potential to substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or substantially reduce the number or restrict the range of an endangered, rare, or threatened species. No substantial changes	Mitigation Measure 2.9-5: Implementing agencies and/or project sponsors shall implement mitigation measures, where feasible and necessary based on project-specific and site-specific considerations that include but are not limited to: Implement Mitigation Measures 2.9-1(a), 2.9-1(b), 2.9-2, and 2.9-3.	No	Significant and Unavoidable *Less than Significant with Mitigation

an endangered, rare, or threatened species.		have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.9-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.			
2.10 VISUAL RESOURCES					
Impact 2.10-1: Implementation of the proposed Plan could have a substantial adverse effect on a scenic vista.	Significant and Unavoidable	No. Implementation of the proposed amendment to the Plan would not have a substantial adverse effect on a scenic vista. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	Mitigation Measure 2.10-1: Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity; site or design projects to minimize their intrusion into important viewsheds; use see-through safety barrier designs (e.g. railings rather than walls); develop interchanges and transit lines at the grade of the surrounding land to limit view blockage; design landscaping along highway corridors in rural and open space areas to add natural elements and visual interest to soften the hard edged, linear travel experience that would otherwise occur; and identify, preserve, and enhance scenic vistas to and from hillside areas and other visual resources. 	No	Significant and Unavoidable
Impact 2.10-2: Implementation of the proposed Plan could substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historical buildings within a state scenic highway.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historical buildings within a state scenic highway. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-2. The potential impacts of the proposed amendment	No mitigation is required.	No	Less than Significant

		to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.			
Impact 2.10-3: Implementation of the proposed Plan could substantially degrade the existing visual character or quality of the site and its surroundings.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not substantially degrade the existing visual character or quality of the site and its surroundings. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	Mitigation Measure 2.10-3: Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> minimize impacts of design through compliance with MTC's Station Area Planning Manual; require that the scale, massing, and design of new development provide appropriate transitions in building height, bulk, and architectural style that are sensitive to the physical and visual character of surrounding areas; contour the edges of major cut and fill slopes to provide a finished profile that is appropriate to the surrounding context, using shapes, textures, colors, and scale to minimize contrasts between the project and surrounding areas; and implementing agencies shall require project sponsors to conduct shadow studies for four-story high (and higher) buildings and roadway facilities to identify and implement development strategies for reducing the impact of shadows on public open space, where feasible. Study considerations shall include, but are not limited to, the placement, massing, and height of structures, surrounding land uses, time of day and seasonal variation, and reflectivity of materials. Study recommendations for reducing shadow impacts shall be incorporated into the project design as feasible based on project- and site-specific considerations. 	No	Significant and Unavoidable *Less than Significant with Mitigation
Impact 2.10-4: Implementation of the proposed Plan could add a visual element of urban character to an existing rural or open space area or add a modern element to a historic area.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not add a visual element of urban character to an existing rural or open space area or add a modern element to a historic area. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would	Mitigation Measure 2.10-4: In addition to Mitigation Measure 2.10-3, the following measure would apply to impacts on visual resources in rural or historic areas. Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> Conduct project-specific review of new development in rural or historic areas to ensure that new development is compatible in scale and character with the surrounding area by: <ul style="list-style-type: none"> promoting a transition in scale and architecture character between new buildings and established neighborhoods; and 	No	Significant and Unavoidable *Less than Significant with Mitigation

		incorporate the mitigation measures identified in the Final EIR as applicable.	<ul style="list-style-type: none"> requiring pedestrian circulation and vehicular routes to be well integrated. Where sound walls are proposed, require sound wall construction and design methods that account for visual impacts as follows: <ul style="list-style-type: none"> use transparent panels to preserve views where sound walls would block views from residences; use landscaped earth berm or a combination wall and berm to minimize the apparent sound wall height; construct sound walls of materials whose color and texture complements the surrounding landscape and development; design sound walls to increase visual interest, reduce apparent height, and be visually compatible with the surrounding area; and landscape the sound walls with plants that screen the sound wall, preferably with either native vegetation or landscaping that complements the dominant landscaping of surrounding areas. 		
Impact 2.10-5: Implementation of the proposed Plan could create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.10-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	Mitigation Measure 2.10-5: Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> Design projects to minimize light and glare from lights, buildings, and roadways facilities. Minimize and control glare from transportation projects through the adoption of project design features that reduce glare. These features include: <ul style="list-style-type: none"> planting trees along transportation corridors to reduce glare from the sun; landscaping off-street parking areas, loading areas, and service areas; and shielding transportation lighting fixtures to minimize off-site light trespass. Minimize and control glare from land use and transportation projects through the adoption of project design features that reduce glare. These features include: <ul style="list-style-type: none"> limiting the use of reflective materials, such as metal; using non-reflective material, such as paint, vegetative screening, matte finish coatings, and masonry; 	No	Significant and Unavoidable *Less than Significant with Mitigation

			<ul style="list-style-type: none"> screening parking areas by using vegetation or trees; and using low-reflective glass. Impose lighting standards that ensure that minimum safety and security needs are addressed and minimize light trespass and glare associated with land use development. These standards include the following: <ul style="list-style-type: none"> minimizing incidental spillover of light onto adjacent private properties and undeveloped open space; directing luminaries away from habitat and open space areas adjacent to the project site; installing luminaries that provide good color rendering and natural light qualities; and minimizing the potential for back scatter into the nighttime sky and for incidental spillover of light onto adjacent private properties and undeveloped open space. 		
2.11 CULTURAL RESOURCES					
Impact 2.11-1: The proposed Plan could cause a substantial adverse change in the significance of a historic resource as defined in Guidelines Section 15064.5 or eliminate important examples of major periods of California history.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not cause a substantial adverse change in the significance of a historic resource as defined in Guidelines Section 15064.5 or eliminate important examples of major periods of California history. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	Mitigation Measure 2.11-1: Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> Realign or redesign projects to avoid impacts on known historic resources where possible. Require a survey and evaluation of structures greater than 45 years in age within the area of potential effect to determine their eligibility for recognition under State, federal, or local historic preservation criteria. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. The evaluation should comply with CEQA Guidelines section 15064.5(b), and, if federal funding or permits are required, with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (16 U.S.C. § 470 et seq.). Study recommendations shall be implemented. If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior's Standards for the Treatment 	No	Significant and Unavoidable *Less than Significant with Mitigation

			<p>of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings.</p> <p>Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect historic resources.</p>		
<p>Impact 2.11-2: The proposed Plan could cause a substantial adverse change in the significance of a unique archaeological resource as defined in Guidelines Section 15064.5 or eliminate important examples of major periods of California history or prehistory.</p>	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>	<p>No. Implementation of the proposed amendment to the Plan would not cause a substantial adverse change in the significance of a unique archaeological resource as defined in Guidelines Section 15064.5 or eliminate important examples of major periods of California history or prehistory. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>	<p>Mitigation Measure 2.11-2: Implementing agencies and/or project sponsors shall implement the following measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <p>Before construction activities, project sponsors shall retain a qualified archaeologist to conduct a record search at the appropriate Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, project sponsors shall retain a qualified archaeologist to conduct archaeological surveys before construction activities. Project sponsors shall follow recommendations identified in the survey, which may include activities such as subsurface testing, designing and implementing a Worker Environmental Awareness Program, construction monitoring by a qualified archaeologist, avoidance of sites, or preservation in place.</p> <p>In the event that evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earth-moving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. If the find is a prehistoric archeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a data recovery plan shall be prepared. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the project applicant to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics, and other factors, follow accepted professional standards in recording any find including submittal of the standard DPR Primary Record forms (Form DPR</p>	No	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>

			<p>523) and location information to the appropriate California Historical Resources Information System office for the project area.</p> <p>Project sponsors shall comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect archaeological resources.</p>		
<p>Impact 2.11-3: The proposed Plan could have the potential to destroy, directly or indirectly, a unique paleontological resource or site or unique geologic feature.</p>	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>	<p>No. Implementation of the proposed amendment to the Plan would not have the potential to destroy, directly or indirectly, a unique paleontological resource or site or unique geologic feature. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>	<p>Mitigation Measure 2.11-3: Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> Before construction activities, project sponsors shall conduct a record search using an appropriate database, such as the UC Berkeley Museum of Paleontology to determine whether the project area has been previously surveyed and whether resources were identified. If record searches indicate that the project is located in an area likely to contain important paleontological, and/or geological resources, such as sedimentary rocks which have yielded significant terrestrial and other fossils, project sponsors shall retain a qualified paleontologist to train all construction personnel involved with earthmoving activities about the possibility of encountering fossils. The appearance and types of fossils likely to be seen during construction will be described. Construction personnel will be trained about the proper notification procedures should fossils be encountered. If paleontological resources are discovered during earthmoving activities, the construction crew will be directed to immediately cease work in the vicinity of the find and notify the implementing agencies and/or project sponsors. The project sponsor will retain a qualified paleontologist for identification and salvage of fossils so that construction delays can be minimized. The paleontologist will be responsible for implementing a recovery plan which could include the following: <ul style="list-style-type: none"> in the event of discovery, salvage of unearthed fossil remains, typically involving simple excavation of the exposed specimen but possibly also plaster-jacketing of large and/or fragile specimens, or more elaborate quarry excavations of richly fossiliferous deposits; recovery of stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including description of lithologies of fossil-bearing strata, measurement and description of the overall stratigraphic 	No	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>

			<p>section, and photographic documentation of the geologic setting;</p> <ul style="list-style-type: none"> laboratory preparation (cleaning and repair) of collected fossil remains to a point of curation, generally involving removal of enclosing rock material, stabilization of fragile specimens (using glues and other hardeners), and repair of broken specimens; cataloging and identification of prepared fossil remains, typically involving scientific identification of specimens, inventory of specimens, assignment of catalog numbers, and entry of data into an inventory database; transferal, for storage, of cataloged fossil remains to an appropriate repository, with consent of property owner; preparation of a final report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the curated collection; and project sponsors shall comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect paleontological or geologic resources. 		
Impact 2.11-4: The proposed Plan could have the potential to disturb human remains, including those interred outside dedicated cemeteries.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not have the potential to disturb human remains, including those interred outside dedicated cemeteries. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.11-5: The proposed Plan could cause a substantial adverse change in the significance of a TCR as defined in PRC Section 21074.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not cause a substantial adverse change in the significance of a TCR as defined in PRC Section 21074. No substantial changes have been proposed, no new circumstances have occurred, and no	Mitigation Measure 2.11-5: If the implementing agency determines that a project may cause a substantial adverse change to a TCR, and measures are not otherwise identified in the consultation process required under PRC Section 21080.3.2, implementing agencies and/or project sponsors shall implement the following measures	No	Significant and Unavoidable *Less than Significant with Mitigation

		<p>substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.11-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>	<p>where feasible and necessary to address site-specific impacts to avoid or minimize the significant adverse impacts:</p> <ul style="list-style-type: none"> I Within 14 days of determining that a project application is complete, or to undertake a project, the lead agency must provide formal notification, in writing, to the tribes that have requested notification of proposed projects in the lead agency's jurisdiction. If it wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. The lead agency must begin the consultation process with the tribes that have requested consultation within 30 days of receiving the request for consultation. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. I Public agencies shall, when feasible, avoid damaging effects to any TCR (PRC Section 21084.3 (a)). If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process, new provisions in the PRC describe mitigation measures that, if determined by the lead agency to be feasible, may avoid or minimize the significant adverse impacts (PRC Section 21084.3 (b)). Examples include: <ul style="list-style-type: none"> (1) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria. (2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following: <ul style="list-style-type: none"> (A) Protecting the cultural character and integrity of the resource (B) Protecting the traditional use of the resource (C) Protecting the confidentiality of the resource. (3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places. (4) Protecting the resource. 		
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2.12 PUBLIC UTILITIES AND FACILITIES

<p>Impact 2.12-1: Implementation of the proposed Plan could result in insufficient water supplies available to serve development implemented as part of the Plan from existing entitlements and resources.</p>	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>	<p>No. Implementation of the proposed amendment to the Plan would not result in insufficient water supplies available to serve development implemented as part of the Plan from existing entitlements and resources. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>	<p>Mitigation Measure 2.12-1(a): Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> For projects that could increase demand for water, project sponsors shall coordinate with the relevant water service provider to ensure that the provider has adequate supplies and infrastructure to accommodate the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements shall be identified in each project's CEQA documentation. Implement water conservation measures which result in reduced demand for potable water. This could include reducing the use of potable water for landscape irrigation (such as through drought-tolerant plantings, water-efficient irrigation systems, the capture and use of rainwater) and the use of water-conserving fixtures (such as dual-flush toilets, waterless urinals, reduced flow faucets). Coordinate with the water provider to identify an appropriate water consumption budget for the size and type of project, and designing and operating the project accordingly. For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite. <p>Mitigation Measure 2.12-1(b): Implementing agencies and/or project sponsors shall require the construction phase of transportation projects to connect to reclaimed water distribution systems for non-potable water needs, when feasible based on project- and site-specific considerations.</p> <p>Mitigation Measure 2.12-1(c): Implementing agencies and/or project sponsors shall require transportation projects with landscaping to use drought-resistant plantings or connect to reclaimed water distribution systems for irrigation and other non-potable water needs when available and feasible based on project- and site-specific considerations.</p>	<p>No</p>	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>
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<p>Impact 2.12-2: Implementation of the proposed Plan could result in a determination by the wastewater treatment provider which serves or may serve development implemented as part of the Plan that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.</p>	<p>Less than Significant</p>	<p>No. Implementation of the proposed amendment to the Plan would not result in a determination by the wastewater treatment provider which serves or may serve development implemented as part of the Plan that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-2. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>	<p>Mitigation Measure 2.12-2: Implementing agencies and/or project sponsors shall implement mitigations measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> 1 During the design and CEQA review of individual future projects, implementing agencies and project sponsors shall determine whether sufficient wastewater treatment capacity exists for a proposed project. These CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities. 1 Implementing agencies and/or project sponsors shall also require compliance with Mitigation Measure 2.12(a), and MTC shall require implementation of Mitigation Measures 2.12(b), and/or 2.12(c) listed under Impact 2.12-1, as feasible based on project- and site-specific considerations to reduce water usage and, subsequently, wastewater flows. 	<p>No</p>	<p>Less than Significant</p>
<p>Impact 2.12-3: Implementation of the proposed Plan could require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.</p>	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>	<p>No. Implementation of the proposed amendment to the Plan would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-3. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>	<p>Mitigation Measure 2.12-3(a): Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> 1 During the design and CEQA review of individual future projects, implementing agencies and project sponsors shall determine whether sufficient stormwater drainage facilities exist for a proposed project. These CEQA determinations must ensure that the proposed development can be served by its existing or planned drainage capacity. If adequate stormwater drainage facilities do not exist, project sponsors shall coordinate with the appropriate utility and service provider to ensure that adequate facilities could accommodate the increased demand, and if not, infrastructure and facility improvements shall be identified in each project's CEQA determination. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities. 	<p>No</p>	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>

			<ul style="list-style-type: none"> For projects of greater than 1 acre in size, reduce stormwater runoff caused by construction by implementing stormwater control best practices, based on those required for a SWPPP. Model and implement a stormwater management plan or site design that prevents the post-development peak discharge rate and quantity from exceeding pre-development rates. <p>Mitigation Measure 2.12-3(b): Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> Transportation projects shall incorporate stormwater control, retention, and infiltration features, such as detention basins, bioswales, vegetated median strips, and permeable paving, early into the design process to ensure that adequate acreage and elevation contours are planned. <p>Mitigation Measure 2.12-3(c): Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> Transportation projects implemented by Caltrans or subject to Caltrans review shall adhere to Caltrans' Stormwater Management Plan, which includes best practices to reduce the volume of stormwater runoff and pollutants in the design, construction and maintenance of highway facilities. 		
<p>Impact 2.12-4: Implementation of the proposed Plan could require or result in the construction of new or expanded water and wastewater treatment facilities, the construction of which could cause significant environmental effects.</p>	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>	<p>No. Implementation of the proposed amendment to the Plan would not require or result in the construction of new or expanded water and wastewater treatment facilities, the construction of which could cause significant environmental effects. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>	<p>Mitigation Measure 2.12-4: Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:</p> <ul style="list-style-type: none"> For projects that could increase demand on water and wastewater treatment facilities, project sponsors shall coordinate with the relevant service provider to ensure that the existing public services and utilities could accommodate the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities. <p>Further, Mitigation Measures 2.12-1(a), 2.12-1(b), 2.12-1(c), and 2.12-2 would reduce water demand and wastewater generation, and subsequently reduce the need for new or expanded water and</p>	No	<p>Significant and Unavoidable *Less than Significant with Mitigation</p>

			wastewater treatment facilities. Mitigation Measures 2.12-3(a), 2.12-3(b), and 2.12-3(c) would also mitigate the impact of additional stormwater runoff from land use and transportation projects on existing wastewater treatment facilities.		
Impact 2.12-5: The proposed Plan would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, state, and local statutes and regulations related to solid waste.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, state, and local statutes and regulations related to solid waste. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.12-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	Mitigation Measure 2.12-5: Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: <ul style="list-style-type: none"> providing an easily accessible area that is dedicated to the collection and storage of non-hazardous recycling materials maintaining or re-using existing building structures and materials during building renovations and redevelopment using salvaged, refurbished or reused materials, to help divert such items from landfills for transportation projects, diverting construction waste from landfills, where feasible, through means such as: <ul style="list-style-type: none"> the submission and implementation of a construction waste management plan that identifies materials to be diverted from disposal establishing diversion targets, possibly with different targets for different types and scales of development helping developments share information on available materials with one another, to aid in the transfer and use of salvaged materials; and applying the specifications developed by the Construction Materials Recycling Association (CMRA) to assist contractors and developers in diverting materials from construction and demolition projects, where feasible (RMC 2006). 	No	Significant and Unavoidable *Less than Significant with Mitigation

2.13 HAZARDS

Impact 2.13-1: Implementation of the proposed Plan could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-1. The potential impacts of the proposed amendment	No mitigation is required.	No	Less than Significant
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		to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.			
Impact 2.13-2: Implementation of the proposed Plan could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-2. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.13-3: Implementation of the proposed Plan could result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not result in hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-3. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.13-4: Implementation of the proposed Plan could result in projects located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not result in projects located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment. No	Mitigation Measure 2.13-4: Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to: If the project is located on or near a hazardous materials and/or waste site pursuant to Government Code Section 65962.5, or has the potential for residual hazardous materials and/or waste as a	No	Significant and Unavoidable *Less than Significant with Mitigation

significant hazard to the public or the environment.		substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-4. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.	result of location and/or prior uses, the project sponsor shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented.		
Impact 2.13-5: Implementation of the proposed Plan could result in a safety hazard for people residing or working in the planning area for projects located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not result in a safety hazard for people residing or working in the planning area for projects located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-5. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.13-6: Implementation of the proposed Plan could result in a safety hazard for people residing or working in the planning area for projects within the vicinity of a private airstrip.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not result in a safety hazard for people residing or working in the planning area for projects within the vicinity of a private airstrip. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-6. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant

Impact 2.13-7: Implementation of the proposed Plan could impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-7. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
Impact 2.13-8: Implementation of the proposed Plan could expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	Less than Significant	No. Implementation of the proposed amendment to the Plan would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.13-8. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.	No mitigation is required.	No	Less than Significant
2.14 PUBLIC SERVICES AND RECREATION					
Impact 2.14-1: Implementation of the proposed Plan could result in the need for new or modified facilities, the construction of which causes significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools, police protection, fire protection, emergency medical, and other public facilities.	Significant and Unavoidable *Less than Significant with Mitigation	No. Implementation of the proposed amendment to the Plan would not result in the need for new or modified facilities, the construction of which causes significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools, police protection, fire protection, emergency medical, and other public facilities. No substantial changes have been proposed, no new	Mitigation Measure 2.14-1: Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include but are not limited to: Prior to approval of new development projects, local agencies shall ensure that adequate public services, and related infrastructure and utilities, will be available to meet or satisfy levels identified in the applicable local general plan or service master plan, through compliance with existing local policies related to minimum levels of service for schools, police protection, fire protection, medical	No	Significant and Unavoidable *Less than Significant with Mitigation

		<p>circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.14-1. The potential impacts of the proposed amendment to the Plan are covered within the parameters of the Final EIR and would incorporate the mitigation measures identified in the Final EIR as applicable.</p>	<p>emergency services, and other government services (e.g., libraries, prisons, social services). Compliance may include requiring projects to either provide the additional services required to meet service levels or pay fees towards the project's fair share portion of the required services pursuant to adopted fee programs and State law.</p>		
<p>Impact 2.14-2: Implementation of the proposed Plan could result in the need for new or modified facilities, the construction of which causes significant environmental impacts; or may result in significant increase in use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.</p>	<p>Less than Significant</p>	<p>No. Implementation of the proposed amendment to the Plan would not result in the need for new or modified facilities, the construction of which causes significant environmental impacts; or may result in significant increase in use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to Impact 2.14-2. The potential impacts of proposed amendment to the Plan are covered within the parameters of the Final EIR, and the severity of the previously disclosed impacts would not substantially increase.</p>	<p>No mitigation is required.</p>	<p>No</p>	<p>Less than Significant</p>

4 TECHNICAL REVISIONS

Technical revisions have been made to key tables in the Final EIR's Transportation, Air Quality, and Climate Change and GHGs sections that reflect the incorporation of the Amendment to the Plan, as presented below. This data informed the analysis presented above in Table 1. The information presented in the tables from the Final EIR are included in the tables set forth in this Addendum in ~~strikeout~~ for comparative purposes.

4.1 TRANSPORTATION

Several tables included in the Transportation section (Section 2.1) of the Final EIR have been revised to reflect changes as a result of the Amendment to the Plan as well as to include Final EIR data, where applicable. Because the Amendment is limited to a single highway corridor in Alameda County, the traffic impacts of the Amendment are also expected to be limited to Alameda County and/or its adjacent counties of Contra Costa (north) and Santa Clara (south). As a result, the following tables reflect revisions to regional impacts and revisions to the county impacts in Alameda, Contra Costa, and Santa Clara, where applicable. The revised tables are presented below.

Table 2 Revised Table 2.1-13 Roadway Transportation System Capacity by County (2015-2040)

Facility Type	County	Year 2015 (Baseline)	Year 2040 (Plan Amendment)	Change (2015 to 2040)	
				Numerical	Percent
Freeway Lane-Miles	Alameda	1,320	1,390 <u>1,410</u>	70 <u>90</u>	+5% <u>+7%</u>
	Contra Costa	820	910	90	+11%
	Santa Clara	1,310	1,490	180	+14%
	Regional Total	5,660	6,130 <u>6,150</u>	470 <u>490</u>	+8% <u>+9%</u>
Expressway Lane-Miles	Alameda	100	110	10	+10%
	Contra Costa	110	130	20	+18%
	Santa Clara	560	550	-10	-2%
	Regional Total	1,070	1,130	60	+6%
Major Arterial Lane-Miles	Alameda	1,700	1,740	40	+2%
	Contra Costa	1,320	1,360	40	+3%
	Santa Clara	2,410	2,400	-10	0%
	Regional Total	8,630	8,700	70	+1%
Other Lane-Miles	Alameda	960	970	10	+1%
	Contra Costa	810	830	20	+2%
	Santa Clara	980	990	10	+1%
	Regional Total	5,480	5,520	40	+3%
Total Lane-Miles	Alameda	4,080	4,210 <u>4,230</u>	130 <u>150</u>	+3% <u>+4%</u>
	Contra Costa	3,060	3,230	170	+6%
	Santa Clara	5,260	5,430	170	+3%
	Regional Total	20,840	21,480 <u>21,500</u>	640 <u>660</u>	+3%

Notes:

1 Daily metrics are measured for a typical weekday.

Figures may not sum because of independent rounding.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

Table 3 Revised Table 2.1-14 Bay Area Travel Behavior (2015-2040)

	Year 2015 (Baseline)	Year 2040 (Plan Amendment)	Change (2015 to 2040)	
			Numerical	Percent
Daily ¹ Transit Boardings	2,279,000	3,208,600 <u>3,175,100</u>	929,600 <u>896,100</u>	+41% <u>+39%</u>
Daily ¹ Vehicle Trips ²	21,227,800	26,018,100 <u>26,191,700</u>	4,790,300 <u>4,963,900</u>	+23% <u>+23%</u>
Daily ¹ Vehicle Miles of Travel (VMT) ²	158,406,800	191,503,300 <u>192,744,400</u>	33,096,500 <u>34,337,600</u>	+21% <u>+22%</u>
Daily ¹ Vehicle Miles of Travel per Capita ³	20.9	20.0 <u>20.3</u>	-0.9 <u>-0.6</u>	-4% <u>-3%</u>
Daily ¹ Vehicle Hours of Recurring Delay	353,200	530,900 <u>584,500</u>	177,700 <u>231,300</u>	+50% <u>+65%</u>
Daily ¹ Vehicle Hours of Recurring Delay (Freeways)	222,800	323,200 <u>348,300</u>	100,400 <u>125,500</u>	+45% <u>+56%</u>
Daily ¹ Vehicle Hours of Recurring Delay (Expressways & Arterials)	99,200	126,500 <u>139,900</u>	27,300 <u>40,700</u>	+28% <u>+41%</u>
Daily ¹ Vehicle Hours of Recurring Delay (Other Facilities)	31,300	81,200 <u>96,300</u>	49,900 <u>65,000</u>	+159% <u>+208%</u>
Daily ¹ Vehicle Hours of Non-Recurrent Delay ⁴	144,900	187,800 <u>196,600</u>	42,900 <u>51,700</u>	+30% <u>+36%</u>
Total Daily Vehicle Hours of Delay (Recurring + Non-Recurrent)	498,100	718,700 <u>781,000</u>	220,600 <u>282,900</u>	+44% <u>+57%</u>

Notes:

¹ Daily metrics are measured for a typical weekday and rounded to the nearest 100.

² Only reflects interzonal trips (assigned directly to the highway network); includes intraregional, interregional, and commercial vehicle trips, and trips to and from the airport and future high-speed rail stations.

³ Total daily VMT is calculated using *Travel Model One*; therefore, to calculate per-capita VMT, it is essential to use simulated population levels to ensure consistency. Simulated population may be slightly different than overall population forecasts for Plan Bay Area EIR alternatives because of slight variability in modeling tools. Further clarification on this issue is found in the Plan Bay Area EIR technical appendices.

⁴ Only includes non-recurrent delay on freeway facilities.

Figures may not sum because of independent rounding.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

Table 4 Revised Table 2.1-15 Typical Weekday Daily Person Trips, by Mode (2015-2040)

Purpose	Year 2015 (Baseline)		Year 2040 (Plan Amendment)	
	Trips	% of Total	Trips	% of Total
Drive Alone	12,310,000	48%	14,877,500 <u>15,011,700</u>	47%
Carpool	8,917,700	34%	11,140,600 <u>11,180,000</u>	35%
Transit	1,660,900	6%	2,208,500 <u>2,188,400</u>	7%
Walk	2,695,600	10%	3,322,400 <u>3,291,600</u>	10%
Bike	305,500	1%	359,400 <u>352,400</u>	1%
Total Trips¹	25,889,700	100%	31,908,400 <u>32,024,100</u>	100%

Note: 1 Excludes commercial and interregional trips.

Figures may not sum because of independent rounding.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

Table 5 Revised Table 2.1-16 Per-Trip Commute Travel Time, by Mode (2015-2040)

Mode	Year 2015 (Baseline)	Year 2040 (Plan Amendment)	Change (2015 to 2040)	
			Numerical	Percent
Drive Alone	19.6	19.9 <u>20.2</u>	0.3 <u>0.6</u>	+2% <u>+3%</u>
Carpool	21.8	22.0 <u>22.2</u>	0.2 <u>0.4</u>	+1% <u>+2%</u>
Transit	38.9	38.0 <u>38.3</u>	-0.9 <u>-0.6</u>	-2%
Walk	21.5	21.2 <u>21.1</u>	-0.3 <u>-0.4</u>	-1% <u>-2%</u>
Bike	13.4	13.4	0.0	0%
All Modes	22.3	22.6 <u>22.9</u>	0.3 <u>0.6</u>	+1% <u>+3%</u>

Note: Travel times are shown in minutes.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

Tables 2 through 4 revise information presented in the Final EIR regarding Year 2040 conditions under the Plan that were not tied to a particular analysis of Plan impacts but provided background information that informed the assessment of potential impacts. Table 5, Revised Final EIR Table 2.1-16, reflects changes to per-trip commute travel times by mode as a result of the Amendment to the Plan, which was analyzed under Impact 2.1-1. The Final EIR found that the Plan's shorter average distances between home and employment correlates with reduced walk and transit and commute travel times. This impact was considered less than significant. The Amendment results in a minor increase in per-trip commute travel times for drive alone and carpool modes; however, the increases were not significant (greater than 5 percent) relative to baseline conditions (2015). All other modes' travel times remained constant or improved relative to the Final EIR. The Amendment does not result in any changes to the significance conclusions regarding per-trip commute travel times relative to the Final EIR.

Table 6 Revised Table 2.1-17 Per-Trip Non-Commute Travel Time, by Mode (2015-2040)

Mode	Year 2015 (Baseline)	Year 2040 (Plan Amendment)	Change (2015 to 2040)	
			Numerical	Percent
Drive Alone	11.5	11.9 12.0	0.4 0.5	+3% +4%
Carpool	11.1	11.4 11.6	0.3 0.5	+3% +5%
Transit	33.9	33.2 33.3	-0.7 -0.6	-2%
Walk	17.9	17.9 17.8	0.0 -0.1	0% -1%
Bike	10.8	11.0 10.9	0.2 0.1	+2% +1%
All Modes	12.9	13.3 13.4	0.4 0.5	+3% +4%

Note: Travel times are shown in minutes.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

Table 6, Revised Final EIR Table 2.1-17, reflects changes to per-trip non-commute travel times by mode as a result of the Amendment to the Plan, which was analyzed under Impact 2.1-2. The Final EIR found that this impact was considered less than significant. The Amendment results in a minor increase in per-trip non-commute travel times for drive alone and carpool modes; however, the increases were not significant (greater than 5 percent) relative to baseline conditions (2015). All other modes' travel times remained constant or improved relative to the Final EIR. The Amendment does not result in any changes to the significance conclusions regarding per-trip non-commute travel times relative to the Final EIR.

Table 7 Revised Table 2.1-20 Daily Vehicle Miles of Travel Per-Capita (2015-2040)

Vehicle Miles Traveled	County	Year 2015 (Baseline)	Year 2040 (Plan Amendment)	Change (2015 to 2040)	
				Numerical	Percent
Daily ¹ Vehicle Miles of Travel (VMT) ²	Alameda	38,343,700	46,929,000 47,619,700	8,585,300 9,276,000	+22% +24%
	Contra Costa	22,212,100	26,891,700 27,407,100	4,679,600 5,195,000	+21% +23%
	Santa Clara	40,657,200	50,069,800 50,640,100	9,412,600 9,982,900	+23% +24%
	Regional Total	158,029,000	190,958,400 193,370,400	32,929,400 35,506,400	+21% +22%
Daily ¹ Vehicle Miles of Travel ² per Capita ³	Alameda	23.5	22.5 22.7	-1.0 -0.8	-4% -3%
	Contra Costa	20.7	19.7 19.9	-0.9 -0.7	-4%
	Santa Clara	21.4	19.9 20.1	-1.5 -1.3	-7% -6%
	Regional Total	20.9	20.0 20.2	-0.9 -0.7	-4% -3%

Notes: Figures may not sum because of independent rounding.

¹ Daily metrics are measured for a typical weekday.² Only reflects interzonal trips (assigned directly to the highway network); includes intraregional, interregional, and commercial vehicle trips, and trips to and from the airport and future high-speed rail stations.³ Total daily VMT is calculated using *Travel Model One*; therefore, to calculate per-capita VMT, it is essential to use simulated population levels to ensure consistency. Simulated population may be slightly different than overall population forecasts for Plan Bay Area EIR alternatives because of slight variability in modeling tools. Further clarification on this issue can be found in the Plan Bay Area EIR technical appendices.

Source: Metropolitan Transportation Commission Travel Demand Forecasts 2016 and 2018

Table 7 reflects changes in daily vehicle miles of travel (VMT) per-capita by County as a result of the Amendment. Impact 2.1-4 in the Final EIR found that regional per-capita VMT would decrease as a result of the Plan and there would not be a significant increase (greater than 5 percent) in per-capita VMT at the

county level, and therefore the impact would be less than significant (LS). The Amendment results in minor increases in regional daily VMT and daily VMT in Alameda, Contra Costa, and Santa Clara counties relative to the Final EIR. However, the Amendment results in reductions to regional per-capita VMT and reductions to per-capita VMT in Alameda, Contra Costa, and Santa Clara counties relative to baseline conditions (2015). The Amendment does not result in any changes to the significance conclusions regarding per-capita VMT relative to the Final EIR.

Table 8 Revised Table 2.1-21 Utilization of Public Transit Systems, By Mode (2015-2040)		
Mode	Year 2015 (Baseline)¹	Year 2040 (Plan Amendment)¹
AM Peak Period (6 AM to 10 AM)		
Local bus	36%	42%
Light rail ²	57%	55% <u>54%</u>
Ferry	36%	49% <u>45%</u>
Express bus	51%	37% <u>58%</u>
Heavy rail ³	60%	49% <u>48%</u>
Commuter rail ⁴	7%	14% <u>16%</u>
All modes	41%	40% <u>41%</u>
PM Peak Period (3 PM to 7 PM)		
Local bus	34%	42%
Light rail ²	56%	55%
Ferry	24%	30% <u>27%</u>
Express bus	49%	39% <u>59%</u>
Heavy rail ³	46%	40% <u>39%</u>
Commuter rail ⁴	6%	12% <u>13%</u>
All modes	35%	36%
Daily		
Local bus	26%	33%
Light rail ²	44%	41% <u>39%</u>
Ferry	17%	24% <u>22%</u>
Express bus	41%	31% <u>47%</u>
Heavy rail ³	37%	33% <u>32%</u>
Commuter rail ⁴	5%	12% <u>13%</u>
All modes	29%	30%
Notes: ¹ Percent utilization measures the passenger seat-miles required by forecasted transit patrons as a percentage of total passenger seat-miles provided by transit operators (i.e. the percentage of seats on transit vehicles filled with passengers). Utilization levels greater than 80 percent reflect conditions where passengers either would have difficulty finding a seat or would have to stand during all or part of their ride. ² Reflects utilization of Muni Metro and VTA light rail systems. ³ Reflects utilization of BART heavy rail system. ⁴ Reflects utilization of Caltrain, SMART, Capitol Corridor, and ACE commuter rail systems. Source: Metropolitan Transportation Commission Travel Demand Forecasts 2015		

Table 8 reflects changes in transit utilization levels for all public transit modes as a result of the Amendment. Impact 2.1-5 in the Final EIR found that transit utilization levels for all public transit modes, during both peak

periods and for the day as a whole, would remain below 80 percent. Therefore, the impact would be less than significant (LS). The Amendment results in minor changes in transit utilization across modes. The Amendment results in higher utilization of express busses and a minor increase in overall transit utilization in the morning peak relative to the Final EIR. The Amendment does not result in any changes to the significance conclusions regarding transit utilization relative to the Final EIR.

As discussed in Table 1, and shown above in Tables 2 through 8, the Amendment results in minor differences relative to the Final EIR; however, the Amendment does not result in any changes to the significance conclusions relative to the impacts analyzed in the Final EIR. There would be no new significant impacts related to transportation from the Amendment to the Plan, nor would the severity of any previously identified significant impacts increase. Furthermore, the revised data shown above is very similar to the findings of the Final EIR. The Amendment would also incorporate the same mitigation measures identified in the Final EIR, as applicable. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to transportation impacts.

4.2 AIR QUALITY

Several tables included in the Air Quality section (Section 2.2) of the Final EIR have been revised to reflect changes as a result of the Amendment to the Plan as well as to include Final EIR data, where applicable. The revised tables are presented below.

Table 9 Revised Table 2.2-6 Bay Area Travel Activity Data

	Year 2015 (Baseline)	Year 2040 (Plan Amendment)	Change (2015 to 2040)	
			Numerical	Percent
Vehicles in Use	4,651,300	6,226,900 <u>6,287,300</u>	1,575,600 <u>1,636,000</u>	34% <u>35%</u>
Daily VMT	161,151,800	195,507,300 <u>197,367,400</u>	34,355,500 <u>36,215,600</u>	21% <u>22%</u>
Engine Starts	29,080,900	38,355,500 <u>38,862,400</u>	9,408,600 <u>9,781,500</u>	32% <u>34%</u>
Total Population	7,570,500	9,560,800	2,056,200	27%
Total Employment	4,010,100	4,698,400	688,200	17%

Notes: VMT = vehicle miles traveled

Source: Metropolitan Transportation Commission 2017 and 2018

Table 10 Revised Table 2.2-12 Net Mobile- and Area-Source Emissions Forecasted under the Plan¹

Source	ROG	NO _x ²	CO	PM ₁₀	PM _{2.5}
Mobile	-37	-76	-302 <u>-301</u>	5	<1
Area	16	5	68	7	7
Total	-21	-71	-233	13	7
Increase from Existing?	No	No	No	Yes	Yes

Source: Data provided by Ascent Environmental, Inc. in 2017 based on modeling using CalEEMod 2016.3.1 and land use estimates from Metropolitan Transportation Commission.

¹ "New land uses" are the net change in land uses between 2015 and 2040 anticipated under the proposed Plan.

² Summertime emissions.

Table 9 presents background information on travel data that informs the EIR analysis but is not tied to a specific air quality impact analysis. Table 10 reflects the net mobile and area source emissions forecasted as a result of the Amendment to the Plan used to analyze Impact 2.2-3 in the Final EIR, which found that there would be a net increase in PM emissions. Therefore, the Final EIR concluded the Plan could cause a net increase of emissions of criteria pollutants from mobile and area-sources. The Amendment results in a minor increase in net mobile emissions of CO relative to the Final EIR. However, the Amendment does not result in any changes to the significance conclusions relative to the Final EIR.

As discussed in Table 1, and shown above in Tables 9 through 10, the Amendment results in minor differences relative to the Final EIR; however, the Amendment does not result in any changes to the significance conclusions relative to the impacts analyzed in the Final EIR. There would be no new significant impacts related to transportation from the Amendment to the Plan, nor would the severity of any previously identified significant impacts increase. Furthermore, the revised data shown above is very similar to the findings of the Final EIR. The Amendment would also incorporate the same mitigation measures identified in the Final EIR, as applicable. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to air quality impacts.

4.3 CLIMATE CHANGE AND GREENHOUSE GASES

Several tables included in the Climate Change and Greenhouse Gases section (Section 2.5) of the Final EIR have been revised to reflect changes as a result of the Amendment to the Plan as well as to include Final EIR data, where applicable. The revised tables are presented below.

Table 11 Revised Table 2.5-7 SB 375 Target Analysis of Passenger Vehicle and Light Duty Truck CO₂ Emissions¹

Year	Population	VMT	Emissions with Climate Initiatives Program Reductions (tons CO ₂ /day) ¹	Emissions per Capita (lb CO ₂) ²	Percent Reduction in Per Capita CO ₂ Emissions Relative to 2005 ²	
					With Climate Initiatives Program ³	SB 375 Target
2005	6,979,000	149,164,000	63,500	18.2	0.0%	NA
2020	7,890,000	164,346,000	64,900	16.4	9.1%	-7%
2035	9,076,000	185,948,000 185,810,000	69,600 69,500	15.3	-15.6%	-15%
2040	9,561,000	191,503,000 193,124,000	72,200 73,100	15.1 15.3	-17.0% -16.0%	NA

Note: "—" = not applicable, lb = pound, CO₂ = carbon dioxide, NA = not available, SB = Senate Bill, VMT = vehicle miles travelled

¹ Baseline emissions calculated using EMFAC2007, forecasted emissions calculated using EMFAC2014.

² Figures may not sum because of independent rounding.

³ Percent reduction adjusted to EMFAC2007 equivalents based on ARB guidance.

Source: MTC 2017 and 2018

Table 11 reflects the SB 375 target analysis of passenger vehicle and light duty truck CO₂ emissions as a result of the Amendment to the Plan. Impact 2.5-1 in the Final EIR found that because implementation of the Plan would reduce per-capita passenger vehicle and light duty truck CO₂ emissions by over seven percent by 2020 and by over 15 percent by 2035 as compared to the 2005 baseline, per SB 375, the impact would be less than significant (LS). The Amendment results in minor increases in CO₂ emissions relative to the Final EIR and also an increase in the per-capita reduction in passenger vehicle and light duty truck CO₂ relative to the Final EIR. However, the Amendment does not result in any change to the significance conclusions in the Final EIR.

Table 12 Revised Table 2.5-10 Existing and Forecasted Annual Transportation GHG Emissions by Vehicle Source (MTCO₂e)¹

Emissions Source	Year 2015 (Baseline)	Year 2040 (Plan Amendment)	Change (2015 to 2040)	
			Numerical ¹	Percent ²
Without Pavley Regulations				
Passenger Vehicles	19,358,000	23,408,000 <u>23,669,000</u>	4,050,000 <u>4,311,000</u>	21% 22%
Trucks	4,484,000	5,360,000 <u>5,408,000</u>	876,000 <u>924,000</u>	20% 21%
Buses	599,000	475,000 <u>479,000</u>	-124,000 <u>-120,000</u>	-21% -20%
Other Vehicles	122,000	113,000 <u>115,000</u>	-9,000 <u>-7,000</u>	-7% -6%
MTC Climate Initiatives Program	0	-2,350,000	-2,350,000	-
Total (without Pavley regulations)	24,563,000	27,006,000 <u>27,321,000</u>	2,443,000 <u>2,758,000</u>	10% <u>11%</u>

Table 12 **Revised Table 2.5-10** **Existing and Forecasted Annual Transportation GHG Emissions by Vehicle Source (MTCO_{2e})¹**

Emissions Source	Year 2015 (Baseline)	Year 2040 (Plan Amendment)	Change (2015 to 2040)	
			Numerical ¹	Percent ²
With Pavley Regulations				
Passenger Vehicles	18,222,000	11,710,000 <u>11,840,000</u>	6,512,000 <u>-6,382,000</u>	-36% -35%
Trucks	4,484,000	5,360,000 <u>5,408,000</u>	876,000 <u>924,000</u>	20% <u>21%</u>
Buses	599,000	475,000 <u>479,000</u>	-124,000 <u>-120,000</u>	-21% <u>-20%</u>
Other Vehicles	122,000	113,000 <u>115,000</u>	-9,000 <u>-7,000</u>	-7% <u>-6%</u>
MTC Climate Initiatives Program	0	-2,350,000	-2,350,000	-
Total (with Pavley regulations) ¹	23,427,000	15,308,000 <u>15,492,000</u>	-8,119,000 <u>-7,935,000</u>	-35% <u>-34%</u>
Emission Reductions because of Pavley regulations	1,136,000	11,698,000 <u>11,829,000</u>	10,562,000 <u>10,693,000</u>	-

Notes: MTCO_{2e} = metric tons of carbon dioxide equivalent, MTC = Metropolitan Transportation Commission, “-” = not applicable

¹ Estimates calculated using EMFAC2014. MTC applied a ratio of 1.00:1.02 to all EMFAC2014 generated CO₂ estimates for conversion to CO_{2e}. Emissions were annualized by multiplying by 300 to take account for the fact that there is less traffic on weekends.

² Figures may not sum because of independent rounding.

Source: MTC 2017 and 2018

Table 13 **Revised Table 2.5-11** **Annual GHG Emissions from Forecasted Land Use and Transportation Sources (MTCO_{2e}/year)¹**

Sources	Year 2015 (Baseline)	Year 2040 (Plan Amendment)	Change (2015 to 2040)	
			Numerical	Percent
Land Use	28,140,000 ²	29,604,400 ³	1,464,400	5%
Transportation	23,427,000 ⁴	15,308,000⁴ <u>15,492,000⁴</u>	-8,119,000 <u>-7,935,000</u>	-35% <u>-34%</u>
Regional Emissions Total	51,567,000	44,912,400 <u>45,096,400</u>	-6,654,600 <u>-6,470,600</u>	-13%

Note: MTCO_{2e} = metric tons of carbon dioxide equivalent

¹ Figures may not sum because of independent rounding.

² Based on emissions from electricity consumption, building energy usage (e.g., natural gas, propane), and waste management emissions from BAAQMD's 2015 Bay Area GHG Inventory (BAAQMD 2017:Table3-2).

³ Calculated by adding net change to 2015 values. Calculations assume residential and non-residential land uses built between 2015 and 2040 would be built to 2016 building energy efficiency standards.

⁴ Calculated by MTC using EMFAC2014, 2017 and 2018.

Source: BAAQMD 2017, MTC 2017, Data compiled by Ascent Environmental 2017

Tables 12 and 13 reflect existing and forecasted annual transportation GHG emissions by vehicle source as a result of the Amendment to the Plan. Impact 2.5-2 in the Final EIR found that implementation of the Plan would result in a net reduction in GHG emissions in 2050 when compared to existing conditions, and therefore the impact was less than significant (LS). The Amendment results in decreases to transportation emissions relative to baseline conditions (2015); however, the reductions are minor increases relative to the Final EIR. Nonetheless, the Amendment does not result in any changes to the significance conclusions in the Final EIR.

Table 14 **Revised Table 2.5-12** **Calculation of GHG Reductions and Targets from Land use and Transportation Relative to 1990 and 2015 Levels**

Year	Bay Area Transportation and Land Use Emissions with Targets (MTCO ₂ e/year)	Percent over 1990 Levels	Reductions needed from 1990 (MTCO ₂ e/year)	Reductions needed from 2015 (MTCO ₂ e/year)	Reductions from Proposed Plan (MTCO ₂ e/year)	Additional Reductions Needed from 2015
1990	50,555,900 ¹	0%	NA	NA	NA	NA
2015	51,567,000 ²	2%	NA	NA	NA	NA
2030	30,333,500	-40% ³	20,222,400	21,333,500	NA	NA
2040	20,222,400	-60% ⁴	30,333,500	31,344,600	6,654,600 6,470,600	24,690,000 24,874,000
2050	10,111,200	-80% ⁵	40,444,700	41,455,800	6,654,600 6,470,600	34,801,200 34,985,200

¹ Calculated assuming a 2% increase between 1990 and 2015, based on statewide trends

² Based on land use emissions from BAAQMD's 2017 Clean Air Plan and transportation estimates from MTC.

³ Reflects the SB32 Target

⁴ Interpolated target between 2030 and 2050.

⁵ Reflects B-30-15 Target.

Source: Compiled by Ascent Environmental in 2017 with data from BAAQMD 2017 and MTC 2017

Table 14, Revised EIR Table 2.5-12, reflects a calculation of GHG reductions and targets from land use and transportation relative to 1990 and 2015 levels used to analyze Impact 2.5-3 in the Final EIR. The Final EIR concluded there would be a significant impact because the Plan would need to achieve additional reductions in the emissions to meet statewide GHG reduction goals for 2040 and 2050. The Amendment would decrease the Plan's reductions of GHG emissions relative to the Final EIR so that more reductions are needed to achieve the statewide GHG goals, but by only a minor amount. Therefore, the impact remains significant and the Amendment does not result in any change to the significance conclusion in the Final EIR.

As discussed in Table 1, and shown above in Tables 11 through 14, the Amendment results in minor differences relative to the Final EIR; however, the Amendment does not result in any changes to the significance conclusions relative to the impacts analyzed in the Final EIR. There would be no new significant impacts related to transportation from the Amendment to the Plan, nor would the severity of any previously identified significant impacts increase. Furthermore, the revised data shown above is very similar to the findings of the Final EIR. The Amendment would also incorporate the same mitigation measures identified in the Final EIR, as applicable. No substantial changes have been proposed, no new circumstances have occurred, and no substantially important new information has been found requiring additional analysis or verification with respect to climate change impacts.

5 CONCLUSION

The addition of the Amendment to the Plan would not result in any new significant environmental effects or substantial increases in the severity of the previously identified significant effects disclosed in the Final EIR completed for the Plan.

None of the conditions described in §15162 of the CEQA Guidelines requiring the preparation of a subsequent Final EIR have occurred. Therefore, this Addendum to the Final EIR is an appropriate level of environmental review for the Amendment to the Plan as identified in §15164 of the CEQA Guidelines.

Date: May 27, 2020
W.I.: 1121
Referred by: Planning

ABSTRACT

MTC Resolution No. 4425

This resolution approves the Amendment to Amended Plan Bay Area 2040, which includes both the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area.

Further discussion of this subject is contained in the Executive Director's memorandum to the MTC Planning Committee and ABAG Administrative Committee dated May 8, 2020.

Date: May 27, 2020
W.I.: 1121
Referred by: Planning

Re: Approval of the Amendment to Amended Plan Bay Area 2040, which includes both the Regional Transportation Plan and Sustainable Communities Strategy for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4425

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Part 450 of Title 23 of the Code of Federal Regulations (CFR), require MTC as the MPO to prepare and update a long-range Regional Transportation Plan (RTP) every four years; and

WHEREAS, California Government Code § 65080 *et seq.* requires MTC to prepare and update a long-range RTP, including a Sustainable Communities Strategy (SCS) prepared in conjunction with the Association of Bay Area Governments (ABAG), every four years; and

WHEREAS, MTC and ABAG jointly adopted the Final Plan Bay Area 2040 (Final Plan) (MTC Resolution No. 4300 and ABAG Resolution No. 10-17) on July 26, 2017; and

WHEREAS, MTC and ABAG jointly adopted an Amendment to the Final Plan (Amended Plan) to modify the scope and projected cost of the U.S. Highway 101 Managed Lanes Project (RTPID 17-06-0007); and

WHEREAS, MTC and ABAG staff have prepared an Amendment to the Amended Plan to add the scope and projected cost of the Interstate 680 Express Lanes Gap Closure Project (RTPID 17-01-0065); and

WHEREAS, the projected cost of the Interstate 680 Express Lanes Gap Closure Project (RTPID 17-01-0065) is within the financial constraint of the Amended Plan because the additional funding for the project comes from the East and North Bay Express Lanes Reserve (RTPID 17-10-0056) that is already included in the financially constrained Amended Plan; and

WHEREAS, no other changes or revisions are made as part of the Amendment to the Amended Plan; and

WHEREAS, MTC and ABAG staff circulated the Draft Amendment to the Amended Plan for a 30-day public comment period, starting March 26, 2020, and closing on April 24, 2020, in following with the requirements of the MTC Public Participation Plan; and

WHEREAS, MTC and ABAG staff prepared the Final Amendment to the Amended Plan, consisting of the Draft Amendment, including all revisions (Final Amendments); and

WHEREAS, prior to taking action on the Final Amendment, MTC and ABAG have heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program (MTC Resolution No. 4423), the Addendum to the Final Environmental Impact Report prepared for Plan Bay Area 2040 (MTC Resolution No. 4424 and ABAG Resolution No. 12-2020), and all oral and written evidence presented to it during all meetings; now, therefore, be it

RESOLVED, that MTC hereby certifies that the foregoing recitals are true and correct and incorporated by this reference; and be it further

RESOLVED, MTC and ABAG staff prepared the Final Amendment, consisting of the Draft Amendment, including all revisions; and be it further

RESOLVED, that prior to taking action on the Final Amendment, MTC has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Amended 2019 Transportation Improvement Program (MTC Resolution No.

4423), the Addendum to the Final Environmental Impact Report prepared for Plan Bay Area 2040 (MTC Resolution No. 4424 and ABAG Resolution No. 12-2020), and all oral and written evidence presented to it during all meetings; and be it further

RESOLVED, that MTC finds that the Final Amendment complies with the requirements of applicable laws; and be it further

RESOLVED, that MTC, as a decision-making body, hereby approves the Final Amendment to the Amended Plan (Attachment A) as presented; and be it further

RESOLVED, that MTC directs staff to publish a copy of Final Amendment to the Amended Plan and place it on file at the offices of MTC and to post an electronic copy onto the MTC website at www.mtc.ca.gov.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a meeting of the Commission held in San Francisco, California and at other remote locations, on May 27, 2020.

Date: May 27, 2020
W.I.: 1121
Referred by: Planning

Attachment A
Resolution No. 4425
Page 1 of 1

Amendment to the Amended Plan Bay Area 2040

The Amendment **to the Amended Plan** Bay Area 2040 is on file in the offices of the Metropolitan Transportation Commission, Bay Area Metro Center, 375 Beale Street, Suite 800, San Francisco, CA 94105, or available upon request to info@bayareametro.gov while the COVID-19 shelter-in-place orders are in effect.



PLAN BAY AREA 2040 AMENDMENT



Plan BayArea 2040

FINAL
SUPPLEMENTAL
REPORT



Metropolitan
Transportation
Commission



Association
of Bay Area
Governments

MAY 2020

Metropolitan Transportation Commission

Scott Haggerty, Chair
Alameda County

Alfredo Pedroza, Vice Chair
Napa County and Cities

Jeannie Bruins
Cities of Santa Clara County

Damon Connolly
Marin County and Cities

Dave Cortese
Santa Clara County

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Dorene M. Giacomini
U.S. Department of
Transportation

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Anne W. Halsted
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Development Commission

Nick Josefowitz
San Francisco Mayor's Appointee

Sam Liccardo
San Jose Mayor's Appointee

Jake Mackenzie
Sonoma County and Cities

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area
Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
Oakland Mayor's Appointee

Warren Slocum
San Mateo County

James P. Spering
Solano County and Cities

Jimmy Stracner
Representing US Department of
Housing and Urban Development

Tony Tavares
California State Transportation
Agency (CalSTA)

Amy R. Worth
Cities of Contra Costa County

Association of Bay Area Governments

Mayor Jesse Arreguin ABAG
President City of Berkeley

Supervisor Belia Ramos
ABAG Vice President Napa

Representatives From Each County

Supervisor Scott Haggerty
Alameda

Supervisor Nathan Miley
Alameda

Supervisor Candace Andersen
Contra Costa

Supervisor Karen Mitchoff
Contra Costa

Supervisor Dennis Rodoni
Marin

Supervisor Rafael Mandelman
San Francisco

Supervisor Gordon Mar
San Francisco

To Be Appointed
San Francisco

Supervisor David Canepa
San Mateo

Supervisor Dave Pine
San Mateo

Supervisor Cindy Chavez
Santa Clara

Supervisor David Cortese
Santa Clara

Supervisor Erin Hannigan
Solano

Supervisor David Rabbitt
Sonoma

Representatives From Cities in Each County

Mayor Barbara Halliday
City of Hayward / Alameda

**Councilmember
Nikki Fortunato Bas**
City of Oakland / Alameda

**Councilmember
Lynette Gibson McElhaney**
City of Oakland / Alameda

Councilmember Loren Taylor
City of Oakland / Alameda

Mayor Julie Pierce
City of Clayton / Contra Costa

Councilmember Dave Hudson
City of San Ramon / Contra Costa

Mayor Pro Tem Pat Eklund
City of Novato / Marin

Mayor Leon Garcia
City of American Canyon / Napa

Mayor London Breed
City and County of San Francisco

Rich Hillis, Planning Director
City and County of San Francisco

Councilmember Wayne Lee
City of Millbrae / San Mateo

Vice Mayor Rich Garbarino
City of South San Francisco / San
Mateo

Mayor Liz Gibbons
City of Campbell / Santa Clara

Councilmember Chris Clark
City of Mountain View / Santa Clara

Councilmember Lan Diep
City of San Jose / Santa Clara

Councilmember Maya Esparza
City of San Jose / Santa Clara

Councilmember Raul Peralez
City of San Jose / Santa Clara

Mayor Lori Wilson
City of Suisun City / Solano

Councilmember Jake Mackenzie
City of Rohnert Park / Sonoma

Advisory Members

William Kissinger Regional
Water Quality Control Board



Plan Bay Area 2040:
Amendment

May 2020



METROPOLITAN
TRANSPORTATION
COMMISSION



Association of
Bay Area Governments

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1. Introduction

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) jointly adopted Plan Bay Area 2040 on July 26, 2017 (MTC Resolution No. 4300 and ABAG Resolution No. 10-17).

Plan Bay Area 2040 (the “Plan”) is the updated long-range Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the nine-county San Francisco Bay Area. Plan Bay Area 2040 is the Bay Area’s roadmap for forecasting transportation needs through the year 2040, preserving the character of our diverse communities, and adapting to the challenges of future population growth. The Plan discusses how the Bay Area will grow over the next two decades and identifies transportation and land use strategies to enable a more sustainable, equitable and economically vibrant future. Starting with the current state of the region, the Plan describes Plan Bay Area 2040 and its goals, a proposed growth pattern and supporting transportation investment strategy, and key actions needed to address ongoing and long-term regional challenges. The Plan also includes supplemental reports for additional details. These documents and the adopted Plan can be found at <http://2040.planbayarea.org/reports>.

MTC and ABAG propose to amend Plan Bay Area 2040 (Plan Amendment) to add the project scope and cost of the Interstate 680 Express Lanes Gap Closure Project in Alameda County.

2. Amendment to Plan Bay Area 2040

An amendment is a major revision to the Plan, including adding or deleting a project, major changes in project costs and scope (e.g., changing project locations or the number of through traffic lanes). As stipulated in MTC’s Public Participation Plan (2015), a Plan amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation conformity mandates. Amendments that require an update to the air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

In March 2018, MTC and ABAG adopted the first amendment to Plan Bay Area 2040 to modify the project scope and cost of the U.S. Highway 101 Managed Lanes Project in San Mateo County (RTPID 17-06-0007). The amendment aligned the Plan’s project assumptions to those of the preferred alternative in the project’s Environmental Impact Report (EIR).

In June 2019, the Alameda County Transportation Commission (ACTC) requested the second amendment to Plan Bay Area 2040 to add the project scope and cost of the Interstate 680 Express Lanes Gap Closure Project in Alameda County. The project will add an express lane to the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84, closing the gap between existing and in-progress express lane projects directly to the north and south. The accelerated project development would allow for coordinated project delivery with a planned rehabilitation project on the same corridor.

The amendment’s total project cost is \$480 million. Funds for the amendment’s cost are derived from the Plan’s set aside for East and North Bay express lanes projects via the East and North Bay Express Lanes Reserve (RTPID 17-10-0056). Because the project funding is redirected from one adopted project to another within the Plan’s financially constrained transportation investment strategy, and no new funds are added to the Plan’s investment strategy as part of this amendment, the Plan remains financially constrained as required by federal and state planning laws.

The Amendment to the Plan changes the following:

1. Adds the description, cost, and schedule of the Interstate 680 Express Lanes Gap Closure Project in Alameda County (RTPID 17-01-0065):
 - a. **Basic Information** | What would this project/program do?
“Add an express lane to the southbound and northbound travel lanes of Interstate 680 between Alcosta Boulevard and State Route 84.”
 - b. **Cost and Funding** | How much does this project/program cost?
\$252 millions (Southbound)
\$228 millions (Northbound)
 - c. **Schedule** | By when is the project/program anticipated to open?
2024 (Southbound)
2030 (Northbound)
2. Changes the cost of the East and North Bay Express Lanes Reserve (RTPID 17-10-0056):
 - a. **Cost and Funding** | How much does this project/program cost?
~~\$2,164~~ \$1,684 (millions)

No other changes or revisions are proposed in this amendment.

3. Comments & Response to Comments

In accordance with MTC’s Public Participation Plan, MTC and ABAG released the Draft Amendment to Plan Bay Area 2040 for a 30-day public review and comment period, starting March 26, 2020, and ending on April 24, 2020. Opportunities to comment were publicized via MTC’s website, email notifications, a press release, and display ads in local newspapers. The following is a list of the public comments submitted to MTC along with staff’s responses to these comments.

No.	Name	Agency/Organization	Date/Source
1	Bill Mellberg	No affiliation	03/31/2020, Email
	“To say you are adding a lane to fill the gap from Alcosta to Sunol or Washington to 580 is a play on words. There is no "new" lanes other than the existing 3 lanes, you can designate the third lane as an express lane, but that is not adding a lane. Let's be honest until there is a fourth lane added both north of Sunol and south of 580 nothing changes. I believe anything you do will be obsolete and ineffective before you even start.”		
2	Michael T. Henn	No affiliation	03/31/2020, Email -
	“I strongly oppose the construction of any more toll express lanes on any freeway. The High Occupancy Vehicles lanes should be reserved for car pools. It is socially and environmentally counterproductive to allow a single-occupant vehicle to be allowed to pay to drive in a Lexus Lane. It's analogous to being able to pay to have a red light turn green for some and not others. It's fundamentally unfair. Furthermore, having free-flowing HOV lanes encourages people to carpool, thus reducing traffic and pollution. That's why such lanes were created. Filling the lanes up with solo drivers removes the incentive. So-called Express Lanes are the worst idea you could come up with. Please, stop this misguided program.”		

3	David Vartanoff	No affiliation	03/31/2020, Web Comment
	<p>“building a new HOV lane is no longer the right idea. When and if the current covid crisis abates, thousands of workers will continue WFH. Secondly, if a new lane is added, it will simply encourage more (induced demand is a well understood concept). Redesignating an existing lane to discourage SOVs; fine. Better still deploy Express buses in the no longer wasted lane on short headways with 'bus pads' similar to those on 101, allowing quick off/quick on. and rapid trips from BART in either WC or PH to Dublin. adding a third track and second platform at Bayfair so that trains from Dublin can offer crossplatform connections to Berryessa is the next step.</p> <p>NO new freeway lanes!”</p>		
4	John Weeks	No affiliation	03/31/2020, Web Comment
	<p>“No Fee Cap: Please do not cap the fees on Express Lanes. In high congestion scenarios only a fee which will actually discourage SOV access will maintain throughput. The caps on regional express lanes that are already in place are too low.</p> <p>Driver Education: Please make sure the public knows about safe speeds in express lanes. I operate buses in the express lanes and get complaints from other SOV drivers that think the express lane is the fast lanes on the freeway. They complain that buses operating below the speed limit are in their way and slowing them down and dangerously pass.”</p>		
5	Steven Dunbar	No affiliation	04/07/2020, Web Comment
	<p>“I can't believe we are still adding lanes in 2020. Sure, they are better than standard carpool lanes and induce marginally less traffic than regular lanes.</p> <p>But they are not anywhere CLOSE to the level of mitigation we need to be doing in our transportation environment.</p> <p>The highway is already 3 lanes in each direction. You need to do much better than one more express lane.”</p>		

4. Adoption of the Amendment to Plan Bay Area 2040

Plan Bay Area 2040 and this Amendment to Plan Bay Area 2040, taken together, constitute the complete Plan Bay Area 2040 document. Refer also to the companion technical documents that accompany this Draft Amendment: (1) Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and Amended 2019 Transportation Improvement Program, (2) Addendum to the Final Environmental Impact Report (EIR) for Plan Bay Area 2040, and (3) Amended 2019 Transportation Improvement Program.

This amendment is scheduled for review and approval of the governing boards of the MTC and ABAG in May 2020. These pending adopting resolutions – MTC Resolution No. 4425 and ABAG Resolution No. 13-2020 – approving the amendment will be included for reference as part of the Amendment to Plan Bay Area 2040 (see Attachment A).

Date: September 26, 2018
 W.I.: 1512
 Referred by: PAC
 Revised: 12/19/18-C 01/23/19-C 02/27/19-C
 03/27/19-C 04/24/19-C 05/22/19-C
 06/26/19-C 07/24/19-C 09/25/19-C
 10/23/19-C 11/20/19-C 12/18/19-C
 01/22/20-C 02/26/20-C 03/25/20-C
 05/27/20-C

ABSTRACT

Resolution No. 4375, Revised

This resolution adopts the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area.

Further discussion of the 2019 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 12, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, April 14, 2019, May 8, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, December 11, 2019, January 8, 2020, February 12, 2020, March 11, 2020, the Planning Committee summary sheet dated May 8, 2020 and the Programming & Allocations Committee summary sheet dated May 13, 2020. This resolution was revised as outlined below. Additional information on each revision is included in attachment B: 'Revisions to the 2019 TIP'.

2019 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-01	Admin. Mod.	52	\$36,741,847	12/19/2018	12/19/2018
2019-02	Admin. Mod.	12	\$7,296,176	2/1/2019	2/1/2019
2019-03	Amendment	40	\$155,338,096	12/19/2018	2/5/2019
2019-04	Admin. Mod.	10	\$5,506,382	3/5/2019	3/5/2019
2019-05	Amendment	3	\$22,503,964	1/23/2019	2/19/2019
2019-06	Amendment	2	\$15,814,128	1/23/2019	2/15/2019
2019-07	Admin. Mod.	19	\$11,050,370	3/28/2019	3/28/2019
2019-08	Amendment	12	-\$25,513,326	2/27/2019	4/3/2019
2019-09	Admin. Mod.	7	\$1,547,102	5/6/2019	5/6/2019
2019-10	Amendment	4	-\$18,724,000	3/27/2019	4/24/2019

ABSTRACT

MTC Resolution No. 4375, Revised

Page 2

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2019-11	Admin. Mod.	46	-\$10,610,187	6/6/2019	6/6/2019
2019-12	Amendment	4	\$13,699,781	4/24/2019	6/6/2019
2019-13	Admin. Mod.	22	\$15,402,477	7/3/2019	7/3/2019
2019-14	Amendment	25	\$801,633,123	5/22/2019	6/27/2019
2019-15	Admin. Mod.	11	9,525,440	8/13/2019	8/13/2019
2019-16	Amendment	8	\$21,335,503	6/26/2019	8/26/2019
2019-17	Admin. Mod.	11	-\$7,160,690	8/29/2019	8/29/2019
2019-18	Amendment	9	\$115,165,869	7/24/2019	9/10/2019
2019-19	Admin. Mod.	34	-\$6,469,315	10/7/2019	10/7/2019
2019-20	Admin. Mod.	6	\$0	10/31/2019	10/31/2019
2019-21	Amendment	15	\$-141,949,908	9/25/2019	10/18/2019
2019-22	Admin. Mod.	10	\$1,370,190	12/12/2019	12/12/2019
2019-23	Amendment	6	\$185,014,158	10/23/2019	11/13/2019
2019-24	Admin. Mod.	9	\$43,720,114	1/17/2020	1/17/2020
2019-25	Amendment	17	\$204,462,942	11/20/2019	12/23/2019
2019-26	Admin. Mod.	6	\$3,953,795	2/14/2020	2/14/2020
2019-27	Amendment	12	\$112,588,334	12/18/2019	2/26/2020
2019-28	Admin. Mod.	7	\$2,956,808	3/26/2020	3/26/2020
2019-29	Amendment	8	\$1,762,160	1/22/2020	2/26/20
2019-30	Admin. Mod.	Pending	Pending	Pending	Pending
2019-31	Amendment	3	\$6,508,000	2/26/2020	4/2/20
2019-32	Admin. Mod.	Pending	Pending	Pending	Pending
2019-33	Amendment	12	\$4,108,000	3/25/2020	Pending
2019-34	Admin. Mod.	Pending	Pending	Pending	Pending
2019-35	Amendment	1	\$86,000,000	5/27/2020	Pending
2019-36	Amendment	29	\$349,621,214	5/27/20	Pending
Net Funding Change		472	\$2,024,198,547		
Absolute Funding Change			\$2,445,053,399		

Date: September 26, 2018
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2019 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4375

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, Section 65074 of the California Government Code requires all state MPOs to update their TIPS concurrently every even year; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.326(k)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.326) require that the TIP be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.332(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4374 that the 2019 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); now, therefore be it

RESOLVED, that MTC adopts the 2019 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2019 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and U.S. EPA; and, be it further

RESOLVED, that the 2019 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4174, Revised) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2019 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2019 TIP is financially constrained, by year, to reasonable estimates of available federal, state and local transportation funds; and, be it further

RESOLVED, that the 2019 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public participation process conducted for the 2019 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757); and, be it further

RESOLVED, that MTC finds that the 2019 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4374); and, be it further

RESOLVED, that the projects and programs included in the 2019 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2019 TIP are consistent with the Amended Plan Bay Area 2040 (the 2040 Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2019 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4375, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that a copy of this resolution shall be forwarded to FHWA, the FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jake Mackenzie, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California, on September 26, 2018.

Date: September 26, 2018
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4375
Page 1 of 1

2019 Transportation Improvement Program

The 2019 Transportation Improvement Program for the San Francisco Bay Area, adopted September 26, 2018, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2019 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Overview
- Expedited Project Selection Process
- TIP Revision Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices
- The 2019 TIP Investment Analysis: Focus on Low-Income and Minority Communities
- The 2019 TIP Performance Report

Date: September 26, 2018
W.I.: 1512
Referred by: PAC
Revised: 12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 04/24/19-C 05/22/19-C
06/26/19-C 07/24/19-C 09/25/19-C
10/23/19-C 11/20/19-C 12/18/19-C
01/22/20-C 02/26/20-C 03/25/20-C
05/27/20-C

Attachment B
Resolution No. 4375, Revised
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Revisions to the 2019 TIP

Revisions to the 2019 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 2019-01 is an administrative modification that revises 52 projects with a net funding increase of approximately \$36.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 19, 2018. Among other changes, this revision:

- Updates the funding plans of 36 Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect obligations and programming decisions;
- Updates the funding plan of the Santa Clara Valley Transportation Authority's US-101 Express Lanes in Santa Clara County project to reflect the programming of \$3.3 million in repurposed earmark funds;
- Updates the funding plan and back-up listing of the Caltrans-managed local Highway Bridge Program (HBP) grouped listing and updates the funding plans of eight individually listed HBP-funded projects to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.3 million in repurposed earmark funds, \$17.4 million in HBP funds and \$5.3 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-01, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-02 is an administrative modification that revises 12 projects with a net funding increase of approximately \$7.3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 1, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Road Repair and Accountability Act (SB1) and State Transportation Improvement Program funded project, and one High Priority Program earmark funded project to reflect the latest programming decisions; and
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) Collision Reduction grouped listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$421,807 in High Priority Program earmark funds, \$207,000 in SB1 funds and \$6 million in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-03 is an amendment that revises 40 projects with a net funding increase of approximately \$155 million. The revision was referred by the Programming and Allocations Committee on December 12, 2018, and approved by the MTC Commission on December 19, 2018. Caltrans approval was received on January 15, 2019, and final federal approval was received on February 5, 2019. Among other changes, this revision:

- Updates the funding plans of six Highway Bridge Program funded projects to reflect the latest programming information from Caltrans;
- Adds two new exempt projects and one new non-exempt not regionally significant project, deletes an existing exempt project and updates the funding plans of 14 additional projects to reflect Surface Transportation Block Grant / Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) programming decisions and obligations;
- Adds one new grouped listing and updates the funding plans and back up listings of three existing grouped listings to reflect the latest information from Caltrans;
- Adds three additional new exempt projects to the TIP; and
- Carries forward two exempt projects and two grouped listings from the 2017 TIP.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-04 is an administrative modification that revises ten projects with a net funding increase of approximately \$5.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 5, 2019. Among other changes, this revision:

- Updates the funding plans of four Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions, including the exchange of approximately \$16 million in STP/CMAQ and an equal amount of sales tax proceeds between San Francisco's Better Market Street project and SFMTA's New Central Subway project;

- Also updates the funding plan of the Better Market Street project to reflect the award of \$15 million in Better Using Investments to Leverage Development (BUILD) grant funds;
- Combines the two Innovative Deployments to Enhance Arterials program listings into a single listing;
- Splits out near-term, High Priority Program-funded improvements from Alameda County's Vasco Road Safety Improvements project; and
- Updates the funding plan and back-up listing of the Lifeline Transportation Program – Cycle 5 grouped listing to reflect the programming of additional Federal Transit Administration Section 5307 funds and State Transit Assistance program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$15 million in BUILD funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-05 is an amendment that revises three projects with a net funding increase of approximately \$22.5 million. The revision was referred by the Programming and Allocations Committee on January 9, 2019, and approved by the MTC Commission on January 23, 2019. Caltrans was received on February 6, 2019, and final federal approval was received on February 19, 2019. Among other changes, this revision updates the funding plan and back-up listing of the Caltrans managed Highway Safety Improvement Program grouped listing. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-06 is an amendment that revises two projects with a net funding increase of approximately \$15.8 million. The revision was proposed subsequent to the Programming and Allocations Committee review of Revision 2019-05 on January 9, 2019 and was approved by the MTC Commission on January 23, 2019. Caltrans approval was received on February 6, 2019, and final federal approval was received on February 15, 2019. Among other changes, this revision:

- Adds one Federal Transit Administration Bus and Bus Facilities Program and Low or No Emission Vehicle Program funded Fairfield and Suisun Transit project to the TIP; and
- Adds the San Joaquin Regional Rail Commission's Oakley Station Platform project to reflect the award of Transit and Intercity Rail Capital Program funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-07 is an administrative modification that revises 19 projects with a net funding increase of approximately \$11 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 28, 2019. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge Suicide Deterrent Safety Barrier project to reflect the programming of approximately \$45.2 million in Federal Highway

Infrastructure Program (FHIP) funds in lieu of Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1 and One Bay Area Grant 2 (OBAG2) funds;

- Updates the funding plans of nine other STP/CMAQ funded projects and one High Priority Program Earmark (HPP) funded project to reflect planned obligations;
- Updates the funding plan of San Rafael's Francisco Blvd West Multi-Use Pathway project to reflect the programming of Regional Measure 2 (RM2) and Transportation Fund for Clean Air (TFCA) funds; and
- Updates the funding plans and back-up listings of the State Highway Operation and Protection Program (SHOPP) Collision Reduction, Local Highway Bridge Program (HBP) and FTA Section 5311 Fiscal Years 2018/19 and 2019/20 grouped listings to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$45.2 million in FHIP funds, \$2.4 million in HPP funds, \$248,400 in TFCA funds, \$6.3 million in SHOPP funds, and \$283,186 in FTA Section 5311f funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-07, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-08 is an amendment that revises 12 projects with a net funding decrease of approximately \$25.5 million. The revision was referred by the Programming and Allocations Committee on February 13, 2019, and approved by the MTC Commission on February 27, 2019. Caltrans approval was received on March 13, 2019, and final federal approval was received on April 3, 2019. Among other changes, this revision:

- Adds one new exempt project and updates the funding plan of one other project to reflect the award of Federal Transit Administration Bus and Bus Facilities Infrastructure Investment Program discretionary grants;
- Updates the funding plan of the Solano Transportation Authority's I-80/I-680/SR-12 Interchange Improvements project to reflect the award of Trade Corridor Enhancement Program funds;
- Updates the funding plans of two Altamont Corridor Express projects to reflect the award of Transit and Intercity Rail Capital Program funds;
- Archives three implemented projects; and
- Deletes three projects that will not move forward as federal projects.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-09 is an administrative modification that revises seven projects with a net funding increase of approximately \$1.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 6, 2019. Among other changes, this revision:

- Updates the funding plan of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules; and
- Updates the funding plans of two Road Repair and Accountability Act (SB1) funded projects to reflect the latest programming decisions.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$1.77 million in SB1 funds and \$165,452 in CalRecycle funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-09, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-10 is an amendment that revises four projects with a net funding decrease of approximately \$18.7 million. The revision was referred by the Programming and Allocations Committee on March 6, 2019, and approved by the MTC Commission on March 27, 2019. Caltrans approval was received on April 5, 2019, and final federal approval was received on April 24, 2019. Among other changes, this revision:

- Amends one new exempt project into the TIP; and
- Archives one project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-11 is an administrative modification that revises seven projects with a net funding decrease of approximately \$10.6 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 6, 2019. Among other changes, this revision:

- Updates the funding plans of 36 Transit Capital Priorities Program funded projects to reflect the latest programming decisions;
- Updates the funding plans of five Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest project schedules;
- Updates the funding plan of the Contra Costa Transportation Authority's New State Highway (SR-239) Study project to reflect the programming of unexpended High Priority Program and Transportation Improvement earmark funds; and
- Updates the Water Emergency Transportation Authority's San Francisco Ferry Terminal/Berthing Facilities project to reflect the programming of FHWA Ferry Boat Program (FBP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$597,635 in High Priority Program earmark funds, \$4.4 million in Transportation Improvement earmark funds, \$877,388 in FBP funds, \$311,764 in Low Carbon Transit Operations program funds, \$976,000 in Proposition 1B funds, and \$216,827 in SB1 funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-11, remains in conformity with the applicable State

Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-12 is an amendment that revises four projects with a net funding increase of approximately \$13.7 million. The revision was referred by the Programming and Allocations Committee on April 10, 2019, and approved by the MTC Commission on April 24, 2019. Caltrans approval was received on May 8, 2019, and final federal approval was received on June 6, 2019. Among other changes, this revision:

- Reprograms Congestion Mitigation and Air Quality Improvement (CMAQ) program funds available through the Transit Performance Initiative – Capital Investment Program from VTA's Santa Clara Pocket Track Light Rail Interlocking project to their Light Rail Track Crossovers and Switches project and deletes the interlocking project; and
- Updates the funding plan and back-up listing for the State Highway Operations and Protection Program (SHOPP) Emergency Response program to reflect the latest information from Caltrans including the addition of \$14.6 million in SHOPP funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-13 is an administrative modification that revises 22 projects with a net funding increase of approximately \$15.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on July 3, 2019. Among other changes, this revision:

- Updates the funding plans of 13 projects to reflect programming changes in the Active Transportation Program (ATP);
- Updates the funding plans of four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions;
- Updates the funding plan and back-up listing of the Caltrans-managed Pavement Resurfacing and Rehabilitation for the State Highway System grouped listing;
- Updates the funding plan of the Sonoma Marin Area Rail Transit corridor project to reflect the award of \$5 million in Federal Railroad Administration (FRA) Positive Train Control (PTC) funds; and
- Updates Bay Area Rapid Transit's Transbay Core Capacity Improvements project to reflect the award of \$300 million in Federal Transit Administration (FTA) Core Capacity grant funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$300 million in FTA Core Capacity funds, \$3.8 million in ATP funds, \$5 million in FRA PTC funds and \$24,540 in California Natural Resources Agency Urban Greening funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-13, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-14 is an amendment that revises 25 projects with a net funding increase of approximately \$802 million. The revision was referred by the Programming and Allocations Committee on May 8, 2019, and approved by the MTC Commission on May 22, 2019. Caltrans approval was received on June 12, 2019, and final federal approval was received on June 27, 2019. Most notable from a dollar standpoint is the addition of replacement and expansion vehicles as part of SFMTA's Light Rail Vehicle Procurement. Among other changes, this revision adds eight new exempt projects to the TIP, updates the funding plans of 13 existing projects and deletes three projects from the TIP to reflect changes in the Transit Capital Priorities (TCP) Program. Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-15 is an administrative modification that revises 11 projects with a net funding increase of approximately \$9.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 13, 2019. Among other changes, this revision:

- Updates the funding plans of six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the State Highway Operation and Protection Program (SHOPP) – Mobility Program grouped listing to reflect the latest information from Caltrans including the addition of a total of \$9.5 million in SHOPP funds;
- Updates the funding plan of the Golden Gate Bridge Highway and Transportation District's Ferry Propulsion Systems Replacement project to reflect the programming of \$680,815 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plan of Solano County's Redwood – Fairgrounds Drive Interchange Improvements project to reflect the programming of \$26,573 in High Priority Program (HPP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$16.8 million in SHOPP funds, \$26,573 in HPP funds, and \$680,815 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-15, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-16 is an amendment that revises eight projects with a net funding increase of approximately \$21.3 million. The revision was referred by the Programming and Allocations Committee on June 12, 2019, and approved by the MTC Commission on June 26, 2019. Caltrans approval was received on August 7, 2019, and final federal approval was received on August 26, 2019. Among other changes, this revision:

- Updates the funding plan and back-up listing of the State Highway Operations and Protection Program (SHOPP) Collision Reduction program to reflect the latest information from Caltrans including the addition of \$11.7 million in SHOPP funds;

- Archives three projects as they have been completed or all federal funding for the project has been obligated; and
- Adds one new exempt project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-17 is an administrative modification that revises 11 projects with a net funding decrease of approximately \$7.2 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 29, 2019. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects, one Active Transportation Program (ATP) funded project, and two earmark funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan and back-up listing of the Marin County - Traffic Operating Systems and Mobility grouped listing to reflect the latest information from Caltrans including the addition of \$97,649 in Construction of Ferry Boats and Ferry Terminal Facilities Formula Program (FBP) funds; and
- Updates the funding plans of two Solano County Transit (Soltrans) projects to reflect the programming of additional Transit Capital Priorities funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$9 million in Highway Bridge Program earmark funds and \$97,649 in FBP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-17, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-18 is an amendment that revises nine projects with a net funding increase of approximately \$115 million. The revision was referred by the Programming and Allocations Committee on July 10, 2019, and approved by the MTC Commission on July 24, 2019. Caltrans approval was received on September 6, 2019, and final federal approval was received on September 10, 2019. Among other changes, this revision:

- Amends four new exempt projects into the TIP and updates one existing project to reflect the recent CTC approval of Regional Active Transportation Program (rATP), Cycle 4;
- Amends San Jose's Better Bikeway San Jose – San Fernando Street project into the TIP to reflect the award of Statewide Competitive ATP funds; and
- Updates the funding plan of the Caltrans managed Highway Bridge Program grouped listing.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-19 is an administrative modification that revises 34 projects with a net funding decrease of approximately \$6.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 7, 2019. Among other changes, this revision:

- Updates the funding plans of 29 Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions and obligations;
- Updates the funding plan of the Alameda CTC's 7th Street Grade Separation East project to reflect the award of \$175 million in SB1 Trade Corridor Enhancement Program (TCEP) funds;
- Updates the funding plan and back-up listing of the Highway Safety Improvement Program (HSIP) group-listing to reflect the latest information from Caltrans including the addition of \$35,990 in HSIP funds; and
- Updates the funding plans of two projects to reflect the latest programming decisions in the Transit Capital Priorities Program.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$175 million in TCEP funds and \$35,990 in HSIP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-19, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-20 is an administrative modification that revises six projects with no net change in funding. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 31, 2019. Among other changes, this revision updates the funding plans of the six Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect planned and future obligations, transfers of funding to the Federal Transit Administration and conversions of advanced construction to federal funds. MTC's 2019 TIP, as revised with Revision No. 2019-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-21 is an amendment that revises 15 projects with a net funding decrease of approximately \$142 million. The revision was referred by the Programming and Allocations Committee on September 4, 2019, and approved by the MTC Commission on September 25, 2019. Caltrans approval was received on October 7, 2019, and final federal approval was received on October 18, 2019. Among other changes, this revision:

- Amends two new exempt projects and the preliminary engineering phase of one non-exempt project into the TIP and updates the funding plans of four existing Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) projects to reflect the latest programming decisions;
- Deletes two existing projects as they will not move forward as federal projects; and
- Updates the funding plans and back-up listings of four State Highway Operation and Protection Program (SHOPP) funded grouped listings to reflect the latest information from Caltrans including the addition of \$107 million in SHOPP funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-22 is an administrative modification that revises 10 projects with a net funding increase of approximately \$1.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 12, 2019. Among other changes, this revision:

- Updates the funding plans of three Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflected planned obligations;
- Splits the Treasure Island Mobility Management Agency (TIMMA) sponsored Treasure Island Ferry Terminal Landside Improvements project out from the San Francisco County Transportation Authority sponsored Treasure Island Pricing Mobility Improvements project and programs \$3 million in FHWA Ferry Boat Discretionary to TIMMA's project;
- Splits the BART managed Transit Oriented Development Implementation program from the MTC managed Regional Planning-PDA Implementation program; and
- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Ferry Propulsion Systems Replacement project to reflect the programming of \$644,731 in FHWA Ferry Boat Program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3 million in Ferry Boat Discretionary and \$644,731 in Ferry Boat Program funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-22, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-23 is an amendment that revises six projects with a net funding increase of approximately \$185 million. The revision was referred by the Programming and Allocations Committee on October 9, 2019, and approved by the MTC Commission on October 23, 2019. Caltrans approval was received on October 31, 2019, and final federal approval was received on November 13, 2019. Among other changes, this revision:

- Updates the funding plans of the Clipper and Clipper 2.0 Fare Payment System projects to reflect the allocations of funds between the two projects and to reflect the total cost of the Clipper 2.0 project;
- Deletes one exempt project from the TIP;
- Adds one previously archived project back into the TIP; and
- Updates the funding plan and back-up listing of the Caltrans-managed State Highway Operation and Protection Program (SHOPP) – Minor Program funded grouped listing to reflect the latest programming decisions.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-24 is an administrative modification that revises nine projects with a net funding increase of approximately \$43.7 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on January 17, 2020. Among other changes, this revision:

- Updates the funding plans of three Regional Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions including splitting out Alameda County's Complete Streets Improvements project from the Cherryland/Ashland/Castro Valley and Fairview Bicycle and Pedestrian Improvements project; and
- Updates the funding plans and back-up listings for four Caltrans-managed grouped listings to reflect changes in the Highway Safety Improvement Program, Highway Maintenance (HM) Program, and State Highway Operation and Protection Program (SHOPP), including splitting out the I-280 Roadway Preservation project from the SHOPP Roadway Preservation grouped listing.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$22.7 million in SHOPP funds, \$13.6 million in HM funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-24, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-25 is an amendment that revises 17 projects with a net funding increase of approximately \$204 million. The revision was referred by the Programming and Allocations Committee on November 13, 2019, and approved by the MTC Commission on November 20, 2019. Caltrans approval was received on November 21, 2019, and final federal approval was received on December 23, 2019. Among other changes, this revision:

- Updates the funding plan of the Golden Gate Bridge, Highway and Transportation District's Golden Gate Ferry: New Vessel project to reflect the award of \$5.9 million in FTA Passenger Ferry Grant Program funds;
- Adds two new exempt projects funded through Santa Clara County's Measure B sales tax program;
- Updates three individually-listed Highway Bridge Program (HBP) funded projects and combines six formerly individually-listed HBP projects into the HBP grouped listing based on the latest information from Caltrans;
- Updates the Caltrans-managed Section 130/Railroad-Highway Crossing grouped listing;
- Archives two projects as the funds have been obligated; and
- Deletes one project as the funding has been redirected.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-26 is an administrative modification that revises six projects with a net funding increase of approximately \$4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on February 14, 2020. Among other changes, this revision:

- Updates the funding plans of two Surface Transportation Block Grant Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect the latest programming decisions; and
- Updates the funding plans and back-up listings for two grouped listings to reflect the latest programming decisions, including the addition of \$3.5 million in Section 130 Railroad-Highway Crossing program funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$3.5 million in Section 130 Railroad-Highway Crossing funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-26, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-27 is an amendment that revises 12 projects with a net funding increase of approximately \$113 million. The revision was referred by the Programming and Allocations Committee on December 11, 2019, and approved by the MTC Commission on December 18, 2019. Caltrans approval was received on January 2, 2020, and final federal approval was received on February 26, 2020. Among other changes, this revision:

- Updates the funding plans of two Water Emergency Transportation Authority projects to reflect the latest programming decisions;
- Updates four Surface Transportation Block Grant Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funded projects to reflect changes in funding and scope;
- Updates the funding plan and back-up listing of the Highway Bridge Program grouped listing, amends one exempt project back into the TIP and revises the funding plan of another project to reflect the latest information from Caltrans; and
- Updates the funding plans and back-up listings of two Caltrans managed State Highway Operation and Protection Program (SHOPP) grouped listings to reflect the latest information from Caltrans.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-28 is an administrative modification that revises seven projects with a net funding increase of \$3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 26, 2020. Among other changes, this revision:

- Updates the funding plans of three Surface Transportation Block Grant Program (STP) funded projects to reflect the latest programming decisions;
- Updates the funding plan of the California Ave. Roundabouts project in the City of Napa to reflect the latest programming decisions including the addition of \$280,000 in State Highway Operations and Protection Program (SHOPP) funds; and
- Updates the funding plan and back-up listing for the Local Highway Bridge Program to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of \$280,000 in SHOPP funds to reflect the net change in funding over the four years of the TIP. MTC's 2019 TIP, as revised with Revision No. 2019-28, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2019-29 is an amendment that revises eight projects with a net funding increase of approximately \$1.8 million. The revision was referred by the Programming and Allocations Committee on January 8, 2020, and approved by the MTC Commission on January 22, 2020. Caltrans approval was received on January 30, 2020, and final federal approval was received on February 26, 2020. Among other changes, this revision:

- Updates the funding plans of three existing Petaluma Transit projects and amends two new projects into the TIP to reflect the programming of Transit Capital Priorities funds;
- Amends one new exempt project into the TIP to reflect the programming of One Bay Area Grant 2 County Program funds; and
- Amends one previously-archived project back into the TIP to reprogram cost savings among sub-projects.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-30 is a pending administrative modification.

Revision 2019-31 is an amendment that revises three projects with a net funding increase of approximately \$6.5 million. The revision was referred by the Programming and Allocations Committee on February 12, 2020, and approved by the MTC Commission on February 26, 2020. Caltrans approval was received on March 18, 2020, and final federal approval was received on April 2, 2020. Among other changes, this revision:

- Amends SolTrans's Electric Bus Charging Infrastructure project into the TIP to reflect the award of \$1.8 million in FTA Bus and Bus Facilities Program funds;
- Updates the scope and funding of the City of Concord's Willow Pass Road Repaving and Safe Routes to Schools Improvements project; and
- Archives one completed project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-32 is a pending administrative modification.

Revision 2019-33 is an amendment that revises 12 projects with a net funding increase of approximately \$4.1 million. The revision was referred by the Programming and Allocations Committee on March 11, 2020, and approved by the MTC Commission on March 25, 2020. Caltrans approval was received on April 2, 2020, and final federal approval is expected in mid-May 2020. Among other changes, this revision:

- Updates the descriptions of two projects to reflect that a 3,200 foot extension of a south-bound High Occupancy Vehicle (HOV) lane on I-280 will be implemented by Caltrans instead of the Santa Clara Valley Transportation Authority (VTA);
- Amends four new exempt projects and one new non-exempt project into the TIP to reflect the latest programming decisions in the One Bay Area Grant 2 (OBAG2) Program, MTC Regional Exchange Program, and Transit Capital Priorities (TCP) Program; and
- Archives three projects that have been completed.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2019-34 is a pending administrative modification.

Revision 2019-35 is an amendment that revises the I-680 Express Lane Gap Closure Project in Alameda County to maintain consistency with the Amended Plan Bay Area 2040, including a net increase in funding of approximately \$86 million. The revision was approved by the MTC Commission on May 27, 2020. Caltrans and final federal approval are expected shortly after. Changes made with this revision do not conflict with the financial constraint requirements. The revision of this project to the 2019 TIP requires a new Transportation-Air Quality Conformity Analysis on the Amended Plan Bay Area 2040 and the Amended 2019 TIP. In accordance with MTC's public participation plan, this amendment and conformity analysis were released for public review on March 26, 2020 and the public review period ended on April 24, 2020.

Revision 2019-36 is an amendment that revises 29 projects with a net funding increase of approximately \$350 million. The revision was approved by the MTC Commission on May 27, 2020. Caltrans approval is expected in late June 2020, and final federal approval is expected in mid-July 2020. Among other changes, this revision:

- Amends two new projects into the TIP and updates six other projects to reflect the recent adoption of the 2020 State Transportation Improvement Program (STIP) by the California Transportation Commission (CTC);
- Amends the Santa Clara Valley Transportation Authority's (VTA's) "Not on Transit" Program into the TIP to reflect the award of \$350,000 in Federal Transit Administration (FTA) Human Trafficking Awareness and Public Safety Initiative Grant funds. This program aims to train employees and raise passenger awareness to recognize and report human trafficking activities on transit;
- Updates the funding plans of six projects, amends one new project into the TIP and deletes an existing project to reflect changes in the Transit Capital Priorities (TCP) Program;
- Amends four other new exempt, individually-listed projects and one new grouped listing, totaling \$103 million, into the TIP; and
- Archives five projects as they have been completed or all federal funds for the project have been obligated.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

TIP Revision Summary 2019-35

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: State Highway					
ALA170009	Alameda County Transportation Commission (ACTC)	I-680 Express Lane Gap Closure: SR-84 to Alcosta	Update the project description and funding plan to reflect the latest construction schedule and costs, including the addition of \$16.5M in Sales Tax and \$69.5M in RTP-LRP funds	\$86,000,000	21.8%
Total Funding Change:				\$86,000,000	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2019 TIP Only
Current:	\$0	\$0	\$0	\$394,000,000	\$394,000,000	\$12,500,000
Proposed:	\$0	\$0	\$0	\$480,000,000	\$480,000,000	\$29,000,000
Delta:	\$0	\$0	\$0	\$86,000,000	\$86,000,000	\$16,500,000



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0622 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/6/2020 **In control:** Administration Committee
On agenda: 5/13/2020 **Final action:**
Title: MTC Resolution No. 4421 - FY 2020-21 Overall Work Program (OWP), Planning Certification, and Authorization for Execution of Agreements for Federal and State Planning Grants

A request that the Committee refer to the Commission for approval the FY 2020-21 OWP (MTC Resolution No. 4421), which guides the collaborative metropolitan transportation planning process involving MTC, ABAG, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, and other local transportation partners and for authorization to enter into agreements for transportation planning funds.

Sponsors:

Indexes:

Code sections:

Attachments: [9a 20-0622 Admin 3c Reso-4421 FY 2020-21 OWP.pdf](#)

Date	Ver.	Action By	Action	Result
5/13/2020	1	Administration Committee		

Subject:

MTC Resolution No. 4421 - FY 2020-21 Overall Work Program (OWP), Planning Certification, and Authorization for Execution of Agreements for Federal and State Planning Grants

A request that the Committee refer to the Commission for approval the FY 2020-21 OWP (MTC Resolution No. 4421), which guides the collaborative metropolitan transportation planning process involving MTC, ABAG, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Caltrans, and other local transportation partners and for authorization to enter into agreements for transportation planning funds.

Presenter:

Brian Mayhew

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Administration Committee****May 13, 2020****Agenda Item 3c - 20-0622****MTC Resolution No. 4421****FY 2020-21 Overall Work Program (OWP), Planning Certification, and Authorization for
Execution of Agreements for Federal and State Planning Grants**

Subject: A request that the Committee refer to the Commission for approval the FY 2020-21 OWP (MTC Resolution No. 4421), which guides the collaborative metropolitan transportation planning process involving MTC, ABAG, Caltrans, and other local transportation partners and for authorization to enter into agreements for transportation planning funds.

Background: The Fixing America's Surface Transportation Act (FAST Act) calls for the development of the Overall Work Program (OWP) by the federally designated Metropolitan Planning Organization (MPO). The Metropolitan Transportation Commission (MTC), as the federally designated MPO for the nine-county San Francisco Bay Area region, annually develops and maintains the OWP. The OWP is the principal document governing the budget, allocation, and use of federal and state transportation planning funds in the nine-county San Francisco Bay Area region.

The Draft FY 2020-21 OWP is developed in consultation and coordination with the region's transit operators, congestion mitigation agencies (CMAs), the Association of Bay Area Governments, Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The Draft FY 2020-21 OWP includes Caltrans' Unified Work Program and transportation and air quality related planning activities proposed for the nine-county San Francisco Bay Area region for the state fiscal year July 1, 2020 to June 30, 2021.

On December 2, 2019, MTC held the annual Overall Work Program planning meeting with FHWA, FTA and Caltrans to discuss and coordinate the development of the OWP.

MTC staff provided the Draft OWP for review to Caltrans, FHWA and FTA in March 2020 for initial review and in April 2020 for a final review. MTC staff will incorporate any additional comments received from the state and federal agencies after their final review.

Attached for your review and consideration for referral to the Commission is MTC Resolution No. 4421, which includes the following actions:

- Approves the FY 2020-21 OWP;
- Insures that we have allocated the required local match for all the FY 2020-21 programmed funds;
- Certifies that MTC's planning process will be implemented in accordance with applicable statutes and regulations;

- Authorizes the Executive Director or her designee to apply for grants and execute agreements to secure federal, state, and other funds for transportation planning activities in FY 2020-21; and
- Authorizes the programming of approximately \$21.6 million in FY 2020-21 transportation planning funds as follows:

FHWA PL	\$ 8,540,197
FHWA PL FY'20 Est. C/O	1,909,831
FTA Section 5303	3,730,640
FTA 5303 FY 20 Est. C/O	2,781,149
FTA 5304 - BART Metro and Beyond	466,559
FTA 5304 - Rail Partnership	400,000
Senate B1 - (SB1) Formula FY 2020-21	2,106,140
SB1 - Formula FY '19 Formula Est. C/O	244,779
SB1 - State Highway	270,781
SB1 - FY '20 Formula - Est. C/O	672,020
SB1 - Adaptation - C/O	500,000
TOTAL	\$ 21,622,096

In addition to the transportation planning funds authorized in MTC Resolution No. 4421, a number of grant and project funds are included in the MTC Budget Summary table of the OWP.

Commission approval is the first step in authorizing the FY 2020-21 OWP expenditure of federal and state funds. Following approval by the Commission, Caltrans will review and approve the OWP, which must then be included in the MTC Operating budget for FY 2020-21.

An electronic version of the FY 2020-21 OWP can be reviewed at the following link: <https://mtc.ca.gov/overall-work-program-owp>.

Recommendation: Staff recommends that the Committee refer MTC Resolution No. 4421 to the Commission for approval.

Attachments: MTC Resolution No.4421 – Overall Work Program



Therese W. McMillan

Date: May 27, 2020
Referred by: Administration Committee

ABSTRACT

MTC Resolution No. 4421

This resolution approves MTC's Overall Work Program (OWP) for transportation planning activities in the nine-county San Francisco Bay Area for FY 2020-21, certifies that the planning process of the Metropolitan Transportation Commission (MTC) is in conformance with the applicable joint metropolitan transportation planning and programming regulations of the U.S. Department of Transportation (DOT), and authorizes MTC's Executive Director to apply for and execute agreements with the DOT for grants to aid in the financing of the OWP.

Further discussion of the OWP is contained in the MTC Administration Committee Summary Sheet dated May 13, 2020.

Re: Overall Work Program for Fiscal Year 2020-21, Certification of Compliance with Requirements of Federal Metropolitan Transportation Planning and Programming Regulations, and Authorization to Apply for and Execute Agreements for Federal Grants.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4421

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

WHEREAS, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, MTC has articulated goals and objectives for the region's transportation system through its current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) entitled Plan Bay Area 2040, which was adopted in July 2017; and

WHEREAS, MTC has developed, in cooperation with the State of California and with publicly-owned operators of mass transportation services, a work program for carrying out continuing, comprehensive, and cooperative transportation planning; and

WHEREAS, an Overall Work Program (OWP) for planning activities in the Bay Area for FY 2020-21 has been prepared by MTC, the Association of Bay Area Governments, the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA); and

WHEREAS, the OWP for Fiscal Year 2020-21 includes Caltrans' Unified Work Program for the fiscal year to achieve the goals and objectives in MTC's Regional Transportation Plan (RTP); and

WHEREAS, MTC's Administration Committee has reviewed and recommended adoption of the OWP for FY 2020-21; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.334 requires that the designated MPO certify each year that the planning process is being conducted in conformance with the applicable requirements; and

WHEREAS, MTC desires to apply for and execute one or more agreements with the United States Department of Transportation (DOT) for a grant(s) to aid in the financing of MTC's Overall Work Program for fiscal year 2020-21; now, therefore, be it

RESOLVED, that MTC does hereby adopt the FY 2020-21 OWP and proposed budget therein, attached hereto as Attachment A to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC certifies that MTC's planning process is addressing the major issues in the metropolitan area and will be conducted in accordance with 23 CFR 450.334 and the Fixing America's Surface Transportation Act (FAST Act) and applicable requirements that are set forth in Attachment B to this Resolution and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC's Administration Committee shall monitor, direct, and update the OWP as necessary during Fiscal Year 2020-21 and shall incorporate any amendments into appropriate supplements to the OWP; and be it further

RESOLVED, that the Executive Director or her designee is authorized to apply for and execute any agreements with DOT for grants to aid in the financing of MTC's Overall Work Program included in Attachment A to this Resolution and to execute any subsequent amendments to such agreement(s) consistent with Attachment C to this Resolution; and be it further

RESOLVED, that the Executive Director or designee is authorized to execute and file with such application assurances or other documentation requested by DOT of

MTC's compliance with applicable federal statutory and regulatory requirements; and be it further

RESOLVED, that the Executive Director or designee is authorized to make administrative changes to the grant application(s) so long as such changes do not affect the total amount of the grant or scope of work.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission
held in San Francisco, California on May 27, 2020

Date: May 27, 2020
W.I.: 1152
Referred by: Admin

Attachment A
Resolution No. 4421
Page 1 of 1

Attachment A is the FY 2020-21 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC library.

Attachment B
Resolution No. 4421
Page 1 of 1

In accordance with 23 CFR 450.334 and 450.218, and the Fixing America's Surface Transportation Act (the "FAST Act"), Metropolitan Transportation Commission ("MTC"), the Metropolitan Planning Organization for the San Francisco Bay Area, hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area, and is being conducted in accordance with all applicable requirements, including:

- (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and Part 450 of Subchapter E of Chapter 1 of Title 23 of the Code of Federal Regulations;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub.L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Date: May 27, 2020
W.I.: 1152
Referred by: Admin

Attachment C
Resolution No. 4421
Page 1 of 1

Attachment C includes all amendments and supplements to the FY 2020-21 Overall Work Program for Planning Activities in the San Francisco Bay Area. Copies are on file at the MTC offices.

FY 2020-21

Metropolitan Transportation Commission

Overall Work Program

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



DRAFT
May 2020

FY 2020-2021

OVERALL WORK PROGRAM

FOR THE

SAN FRANCISCO BAY AREA

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Therese McMillan, Executive Director
Association of Bay Area Governments
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**FINAL
MAY 2020**

The preparation of this document was financed cooperatively by the Federal Highway Administration and the Federal Transit Administration of the United States Department of Transportation, the California Department of Transportation, and local units of government within the MTC region. The opinions, findings, and conclusions expressed in this document are those of the author and are not necessarily those of the United States Department of Transportation. This report does not constitute a standard, specification, or regulation.

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List of Transportation Planning Acronyms

ABAG	Association of Bay Area Governments
AC Transit	Alameda-Contra Costa Transit District
ADA	Americans with Disabilities Act
ADAP	Airport Development Aid Program
ALUC	Airport Land Use Commission
AMTRAK	National Railroad Passenger Corporation
Admin.	Administration Committee (MTC committee)
ARB	Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BAC	Bay Area Council
BAHA	Bay Area Headquarters Authority
BART	San Francisco Bay Area Rapid Transit District
BATA	Bay Area Toll Authority
BCDC	Bay Conservation and Development Commission
CAAA	Clean Air Act Amendments of 1990
Caltrain	Peninsula Commute Service
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CAPH	California Association for the Physically Handicapped
CCCTA	Central Contra Costa Transit Authority
CCMP	Comprehensive Conservation and Management Plan (ABAG)
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
Clipper	Regional Single Transit Pass Program
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CMS	Congestion Management System
COG	Council of Governments
CPG	Consolidated Planning Grants
CTC	California Transportation Commission
CARB	California Air Resource Board
DEIS	Draft Environmental Impact Statement
DMV	Department of Motor Vehicles, California
DOT	Department of Transportation
EBMUD	East Bay Municipal Utility District
EBRPD	East Bay Regional Park District
ECCTA	East Contra Costa Transit Authority
EDP	Early Deployment Plan
EIR	Environmental Impact Report (state)
EIS	Environmental Impact Statement (federal)
EPA	Environmental Protection Agency

FAA	Federal Aviation Administration
FARE	Financial Accounting Reporting Element
FAST	Fixing America's Surface Transportation Act
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Act
FHWA	Federal Highway Administration
FRA	Federal Railway Administration
FTA	Federal Transit Administration
FSP	Freeway Service Patrol
GGBH&TD	Golden Gate Bridge, Highway and Transportation District
GIS	Geographical Information System
GPS	Global Positioning System
GHG	Green House Gas
HCD	Housing and Community Development
HEW	Department of Health, Education and Welfare
HIP	Housing Incentive Program
HUD	Department of Housing and Urban Development, U.S.
IGC	Inter-Governmental Council, Santa Clara County
IGR	Intergovernmental Review
IMS	Intermodal Management System
IPG	Intermodal Planning Group
ITS	Institute of Transportation Studies, U.C. Berkeley, or Intelligent Transportation Systems, Formerly IVHS
IVHS	Intelligent Vehicle Highway System; no longer used, now ITS
JARC	Job Access and Reverse Commute Program
JPB	Joint Powers Board (San Mateo County)
LAFCO	Local Agency Formation Committee
LCTOP	Low Carbon Transit Operations Program
LAVTA	Livermore Amador Valley Transportation Authority
LCC	League of California Cities
LIRAQ	Livermore Regional Air Quality Model
L&GO	Legislation and Governmental Organization Committee, ABAG
LPA	Legislation and Public Affairs Committee, MTC
LTEE	Land Use, Transportation, Economic & Environmental
LWV - BA	League of Women Voters - Bay Area
MALDEF	Mexican American Legal Defense Education Fund
MAP 21	Moving Ahead for Progress in the 21st Century
MARAD	Maritime Administration, U.S.
MIS	Major Investment Studies
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System

MUNI	San Francisco Transportation Agency
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NORCAL	Northern California Ports and Terminals Bureau
NSF	National Science Foundation (ABAG)
NTIS	National Technical Information Service
OCCUR	Oakland Citizens Committee for Urban Renewal
OEDCI	Oakland Economic Development Council, Inc.
OMB	Office of Management and Budget, U.S.
OPR	Office of Planning and Research, California
OWP	Overall Work Program
OWPA	Overall Work Program Agreement
P&A	Programming and Allocations Committee
PAC	Policy Advisory Council
PCA	Priority Conservation Areas
PCC	Paratransit Coordinating Council
PCS	Peninsula Commute Service
PDA	Priority Development Area
PEA	Planning Emphasis Area
PENTAP	Peninsula Transit Alternatives Project
PMS	Pavement Management System
POC	Planning and Operations Committee
Prop 84	Proposition 84 - State of California Strategic Growth Plan Bond
PTMS	Public Transportation Management System
RAPC	Regional Airport Planning Committee, ABAG/MTC
RIDES	Rides for Bay Area Commuters, Inc.
REAP	Regional Early Action Planning
RPC	Regional Planning Committee, ABAG
RM2	Regional Measure 2
RTA	Regional Transit Association
RTCC	Regional Transit Coordinating Council
RTIP	Regional Transportation Improvement Program (state requirement)
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board
SAFE	Service Authority for Freeways and Expressways
SAFETEA	Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2004
SamTrans	San Mateo County Transit District
SB-1	Senate Bill 1- The Road Repair and Accountability Act of 2017
SIP	State Implementation Plan (for air quality)
SMSA	Standard Metropolitan Statistical Area
SPAC	Seaport Planning Advisory Committee, MTC/BCDC
SP&R	State Planning and Research
SPUR	San Francisco Planning and Urban Research
S RTP	Short Range Transit Plan

STBGP	Surface Transportation Block Grant Program
STIP	State Transportation Improvement Program
STP	Surface Transportation Program (currently STBGP)
TAM	Transportation Asset Management Program
TCA	Transportation Coordination and Access (MTC Committee)
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TETAP	Traffic Engineering Technical Assistance Program
TFCA	Transportation Funding for Clean Air
TIP	Transportation Improvement Program (federal requirement)
TLC	Transportation Land-Use Connection
TMP	Traffic Management Program
TP & D	Transportation Planning and Development Account
TRB	Transportation Research Board, National
Toll Credit	Non Federal Share – Section 1905 of SAFETEA-LU
TSM	Transportation Systems Management
UGM	Urban Goods Movement
USGS	U.S. Geological Survey (ABAG)
VTa	Valley Transportation Authority
West CAT	Western Contra Costa Transit
WRCB	California Water Resources Control Board
WETA	Water Emergency Transit Authority

METROPOLITAN TRANSPORTATION COMMISSION

MTC PROSPECTUS

MAY 2020

FY 2020-21

MTC PROSPECTUS

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 – UNIFIED PLANNING 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 19-20.

Fixing America's Surface Transportation Act (FAST) 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 documents—updated periodically—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 2040, in July 2017 and the 2019 TIP in September 2018. As stipulated in FAST, 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. These plans and their corresponding policies, strategies and investments embody the eleven FAST planning factors as follows:

- 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 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; Reduce or mitigate storm water impacts of surface transportation;
- Enhance travel and tourism.

This OWP describes the tasks and products proposed by the region to implement the transportation system and services articulated in FAST and seven goals embodied in MTC's RTP: Climate Protection; Adequate Housing; Healthy and Safe Communities; Open Space and Agricultural Preservation; Equitable Access; Economic Vitality; and Transportation System Effectiveness.

II. Bay Area Implementation of FY 2020-21 Planning Emphasis Areas

The Bay Area's transportation system is complex with many interrelated functions, ownership, areas of responsibility and dynamic relationships with land use and air quality. Addressing these complexities, MTC partners with three other regional agencies – Bay Area Air Quality Management District (BAAQMD), Association of Bay Area Governments (ABAG), and Bay Conservation and Development Commission – to cooperatively work on regional planning efforts in coordination with the Bay Area Regional Collaborative (BARC). BARC's current key initiative is climate protection and adaptation.

In 2017, MTC and ABAG adopted a combined regional land use plan and transportation investment strategy, known as Plan Bay Area 2040, pursuant to the Sustainable Communities and Climate Protection Act of 2008 (SB 375 – Steinberg, or known simply as SB 375). This was an update to Plan Bay Area (2013). MTC also collaborates with the Bay Area Partnership to improve the overall efficiency and operation of the region's transportation network, including developing strategies for financing and transportation improvements. Furthermore, MTC staff works with a citizen-based Policy Advisory Council on key planning and policy issues for purposes of informing Commission discussions and decisions. Public outreach and involvement activities are ongoing as part of these planning efforts.

FY 20-21 continues to reflect the work of a now-consolidated MTC and ABAG staff. Under the Regional Planning Program (RPP), staff serves the 9-county San Francisco Bay Area via long range planning, technical analysis, and assistance to local governments, strengthening the link between transportation, land use, housing and other programs. MTC staff serves both the MTC and ABAG policy boards until or unless there is a change in governance in the future.

The discussion below highlights the areas in MTC's work program that relate to the Planning Emphasis Areas (PEAs) for FY20-21. The PEAs are:

- Core Planning Functions
- Performance Management
- State of Good Repair

Core Planning Functions

SB 375 calls upon metropolitan planning organizations (MPOs) in 18 regions in California to develop an integrated transportation, land-use and housing plan known as a Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), with the ultimate goal of reducing per-capita greenhouse gas (GHG) emissions for cars and light-duty trucks. In the Bay Area, the RTP/SCS incorporates all federal/state RTP requirements that are in turn internally consistent with the state mandated Sustainable Communities Strategy. Key components of the RTP/SCS and other Core Planning Functions described in the OWP are as follows. Please see the specific listed work elements for more information on specific tasks and milestones.

Overall Work Program (this document)

- Public Participation, Education and Engagement- activities covered in work elements (1112, 1114, 1131, 1154, 1156, and 1121)
- Regional Transportation Plan/Sustainable Communities Strategy- activities covered in work elements (1121, 1122 and 1212)
- Federal Transportation Improvement Program- activities covered in work element (1512)
- Congestion Management Process- activities covered in (1212)
- Annual Listing of Projects- activities covered in work element (1512)
- Asset Management Planning/Financial Forecasting- activities covered in work elements (1233 and 1511)
- Equity Framework- activities covered in work elements (1310, 1311, and 1121)

Performance Management

MTC continues to expand its work in the fields of performance measurement and management. MTC has incorporated rigorous performance measures and monitoring in every long-range plan since 2001. In 2015, MTC launched the new *Vital Signs* performance monitoring system, an interactive online portal that allows Bay Area residents to track our region's progress towards national, state, and regional goals. *Vital Signs* not only tracks trends for transportation metrics but also visualizes data related to land use, the economy, and the environment of the Bay Area. As federal performance measures are finalized and revised, MTC now incorporates those into the *Vital Signs* system to better support performance-driven planning in the Bay Area and beyond.

With regards to Plan Bay Area 2040, MTC continued to emphasize performance-based planning as the foundation of the planning effort. Quantifiable long-range targets were adopted by the Commission in 2015 and used not only to compare scenarios but also to evaluate transportation projects for inclusion in the Plan. This work builds upon a successful effort in 2012 to prioritize high-performing projects for regional discretionary dollars and to reconsider low-performing investments that are cost-ineffective or adversely impact the region's targets. In FY 2019-20, MTC continued this emphasis via Horizon and Plan Bay Area 2050- in the fall of 2019, MTC released draft project performance results from an expanded universe of capital projects and operational projects submitted both by project sponsors and via members of the public via the "Transformative Projects" process, with final results on schedule to be released in early 2020. The results of the project performance assessment will help inform Plan Bay Area 2050, due for adoption in the fall of 2021.

Finally, MTC will continue to implement federal performance monitoring and target-setting requirements in FY 2020-21. While different than existing regional targets – which are long-range and span a broader spectrum of topic areas – the federal performance measures will be integrated into existing efforts like the RTP and TIP processes over the coming years. The top priorities this year will be performance analysis for the RTP/SCS and TIP, updates to the CMAQ performance plan to demonstrate initial progress toward 2021 targets, and regularly scheduled target-setting for MAP-21 performance measures related to road safety, transit safety, and transit asset condition. MTC will work closely with the region's transit operators as they set targets for transit safety for the first time, thus completing the roll out of all 28 MAP-21 performance measures. MTC continues to inform policymakers and local stakeholders about implementation, and staff continues to coordinate on a technical level with Caltrans and other California MPOs to execute performance requirements.

State of Good Repair

Over the past decade, MTC has adopted plans that allocate an increasing share of funding to preserve and maintain existing transportation infrastructure, in alignment with the region's "Fix It First" strategy. Relatedly, the agency maintains and updates comprehensive data on the region's transportation capital asset maintenance, rehabilitation and replacement needs. MTC prepares and analyzes investment strategies geared towards meeting performance targets for state of good repair, and monitor progress towards meeting those targets. MTC supports Department of Transportation (DOT) requirements that recipients and sub-recipients of Federal funding establish and maintain Transit Asset Management Plans and use an asset management system to develop capital asset inventories. The agency complies with DOT requirements for reporting of performance measures related to the State of Good Repair for both the transit system and streets and roads on the National Highway System. MTC actively ensures compliance 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).

The local roadway component of the Transportation Asset Management (TAM) program includes the Regional Streets and Roads Program (RSRP). This program encompasses the MTC Pavement Management Program (PMP) StreetSaver—a computer-assisted decision-making process designed to help cities and counties prevent pavement problems through judicious maintenance, and to diagnose and repair problems in a timely, cost-effective manner—and StreetSaver Plus, which applies the same concepts of a PMP to local road non-pavement assets such as sidewalks, storm drains, signs, signals and streetlights. Staff manages the development of the StreetSaver and StreetSaver Plus software, provides local agencies with information and assistance in the application of the software, and in linking road maintenance needs to funding actions. Staff administers the Pavement Technical Assistance Program, a grant program that provides local jurisdictions with resources for inspecting roadway conditions on a biennial or triennial basis and updating condition and maintenance information in their PMPs. In addition, MTC provides ongoing training and support to keep local PMPs operational. Much of the technical information generated by this program is used by Bay Area jurisdictions to develop local policies to both improve maintenance practices and provide additional funding support. Data generated from the program is also used to perform regional analyses of asset conditions and funding scenarios to inform regional planning and programming processes. MTC staff also provides support for the California Statewide Local Streets and Roads Needs Analysis. StreetSaver is the analytical tool that is used to perform the statewide needs assessment.

The transit component of MTC's TAM program includes development of MTC's Regional Transit Capital Inventory (RTCI) and its use to inform local and regional planning efforts, investment strategies and performance targets. The RTCI is a database of transit capital assets including replacement and rehabilitation costs and lifecycles, used to project transit capital maintenance needs for the Regional Transportation Plan and the Transit Capital Priorities funding program. Information from the RTCI will also be used to provide performance information related to the State of Good Repair. In addition, MTC staff will assist the region's transit operators in the maintenance and update of their transit asset management plans, setting of annual performance targets, reporting of required information to the National Transit Database, and will continue coordination of transit asset management efforts in the region.

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 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 embraces 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. More than 7.6 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 carry nearly 500 million passengers per year. The region's varied geography has given rise to a diverse range of public transit modes: antique cable cars and historic streetcars; high-speed 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), 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 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 Jose each have a seat appointed by the 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 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 nonvoting 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. Housing and Urban Development Department.

In July 2017, MTC and ABAG staff were consolidated under the leadership of former MTC Executive Director Steve Heminger. 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 organizations with unique statutory requirements, policy positions, programs, assets, and debts.

MTC Committees

Six standing committees (comprising seven or more commissioners each) make recommendations to the full Commission. The six committees are Administration, Executive, Legislation, Planning, Operations, and Programming and Allocations. The responsibilities of these six committees are listed below. In FY2016-2017 a Megaregional Working Group was created to address policy issues that overlap MPO regional boundaries. The Committee is a joint agency committee comprising members from MTC, the Sacramento Council of Governments (SACOG), and the San Joaquin Council of Governments (SJCOG)

MTC Committee	Responsibilities
Administration Committee	<ul style="list-style-type: none"> • Oversight of Agency Operations • Financial Reports/Audits • Agency Budget • Contracts • Commission Procedures
Executive Committee	<ul style="list-style-type: none"> • Acts on matters of urgency brought before it by the Chair between Commission meetings • Acts on other matters assigned by Commission Chair
Legislation Committee	<ul style="list-style-type: none"> • Develop specific legislative proposals • Develop MTC policy positions on major legislative and regulatory proposals initiated-by others • Represent the Commission in the legislative process • Develop procedures for public information, press relations and citizen participation • Review, adopt and oversee public information, press relations and citizen participation programs
Planning Committee	<ul style="list-style-type: none"> • Agency Work Program • Monitor, direct and update work program and program budget – including the scope of consultant contract • Review planning and policy issues, review recommendations on evaluations of these issues from advisory and special committees, and examine planning issues against the RTP/SCS • Sustainable Communities Strategy/Regional Transportation Plan • Coordinate the RTP/SCS with other regional plans, including Bay Area Air Quality Plan, Bay Area Seaport Plan; Regional Airport Plan and BCDC's Bay Plan

MTC Committee	Responsibilities
Operations Committee	<ul style="list-style-type: none"> • Oversight of Transportation System Management & Operational Activities • Customer Service Programs • Agency Contracts Re: System Management & Operations
Programming and Allocations Committee	<ul style="list-style-type: none"> • Fund Estimate • Fund Allocations • Fund Programming • State Transportation Improvement Program (STIP) • Federal Transportation Improvement Program (TIP)

Bay Area Headquarters Authority

The Bay Area Headquarters Authority or “BAHA” is a joint exercise of powers authority between the Authority and MTC. BAHA was created to plan, acquire, and develop office space and facilities and undertake related activities by exercising the common powers of the Authority and MTC and the powers separately conferred by law. The Authority authorized the acquisition and development of an office facility at 375 Beale Street in San Francisco, California (the “Administration Building”). The building is now home to the Bay Area Air Quality Management District (the “Air District”), the Association of Bay Area Governments, and other governmental or private tenants, in addition to being the headquarters of MTC and the Authority.

Bay Area Infrastructure Financing Authority

The Bay Area Infrastructure Financing Authority or “BAIFA” is a joint exercise of powers authority created by a Joint Exercise of Powers Agreement between the Authority and MTC. BAIFA oversees the planning, financing, construction and operation of freeway express lanes and related transportation projects. In 2013, BAIFA assumed responsibility for MTC’s 270-mile Express Lane Network, authorized by the California Transportation Commission in 2011. BAIFA’s role for these express lanes includes securing funds or financing, setting toll policy, constructing express lanes, implementing the toll system and managing the day-to-day operation of the lanes. BAIFA works cooperatively with BATA, Caltrans, transit operators and the region’s other express lane operators to coordinate policies and to provide seamless services to Bay Area travelers. The Bay Area FasTrak® Regional Customer Service Center, operated by BATA, provides account management and customer service for all Bay Area FasTrak® customers, including those using the region’s toll bridges, MTC’s express lanes and other regional express lanes. The first BAIFA express lanes opened in FY 2017-18.

SAFE

MTC Commissioners convene as the Service Authority for Freeways and Expressways (SAFE) for purposes of managing the Region’s call boxes and Freeway Service Patrol programs, in cooperation with Caltrans and the CHP. The SAFE program is funded by the State Highway Account, CA Department of Motor Vehicles (DMV) registration fees and the Surface Transportation Program (STP). The Freeway Service Patrol uses all three fund sources. The DMV funds are also used for call boxes and support for incident management programs.

BATA

MTC Commissioners convene as the Bay Area Toll Authority (BATA) for purposes of overseeing improvements and operations of the seven state-owned toll bridges in the Bay Area. The Bay Area Toll Authority (BATA) was created by the California Legislature in 1997 to administer the base \$1 auto toll on the San Francisco Bay Area's seven state-owned toll bridges. On January 1, 1998, MTC began operations as BATA. In August 2005, the California Legislature expanded BATA's responsibilities to include administration of all toll revenue and joint oversight of the toll bridge construction program with Caltrans and the California Transportation Commission. There is a cooperative agreement between Caltrans and the Bay Area Toll Authority (effective April 25, 2006) relating to toll collection and accounting, toll bridge operations and maintenance, toll bridge capital improvement program, financial management and financing for the seven state-owned toll bridges.

Policy Advisory Council

The Policy Advisory Council was created by the Commission in November 2009 to incorporate and supersede several MTC citizen advisory committees. As with the previous advisory committees, 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 equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC's jurisdictions 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, 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 issues; the ninth member represents either category.
- In addition, nine members (one from each county) represent issues related to transportation for seniors and persons with disabilities. Four members represent seniors and four members represent people with disabilities; the ninth member represents either category.

The Bay Area Partnership

The Bay Area Partnership Board is a confederation of the top staff of various transportation agencies in the region (MTC, public transit operators, county congestion management 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.

Air Quality Conformity Task Force

MTC's Air Quality Conformity Task Force serves as the forum for interagency consultation on the regional

conformity analysis of the RTP and TIP, certain project-level conformity such as the PM 2.5 (Particulate Matter) hot-spot analyses, development of the State Implementation Plan, and other planning areas such as the regional travel demand model development and monitoring of transportation control measures. The Conformity Task Force is open to all interested agencies, but includes staff of federal agencies (FHWA, FTA, EPA), Caltrans, California Air Resources Board, ABAG, BAAQMD, CMAs, and County transportation agencies: all CMAs, and transit operators.

Bay Area Regional Collaborative

The Bay Area Regional Collaborative (BARC) coordinates the regional planning efforts of MTC, the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission. The BARC's primary initiative is climate protection and climate adaptation. The BARC has twenty voting members: five from the Executive Board of ABAG, five from the BAAQMD Board of Directors, five BCDC Commissioners, and five MTC Commissioners. A representative of California State Transportation Agency is a non-voting member. The BARC was created and has the authorities set forth in California Government Code 66536.1.

The Regional Advisory Working Group

The Regional Advisory Working Group (RAWG) is comprised of local government staff as well as staff from county Congestion Management Agencies and transit agencies, plus representatives from interested stakeholder groups and any individuals interested in the development of Plan Bay Area (Plan Bay Area is the San Francisco Bay Area's long-range Regional Transportation Plan and Sustainable Communities Strategy). RAWG provides input to regional agency staff on work elements related to the update of Plan Bay Area and other key initiatives that feed into the Plan.

For Transit Representation:

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.

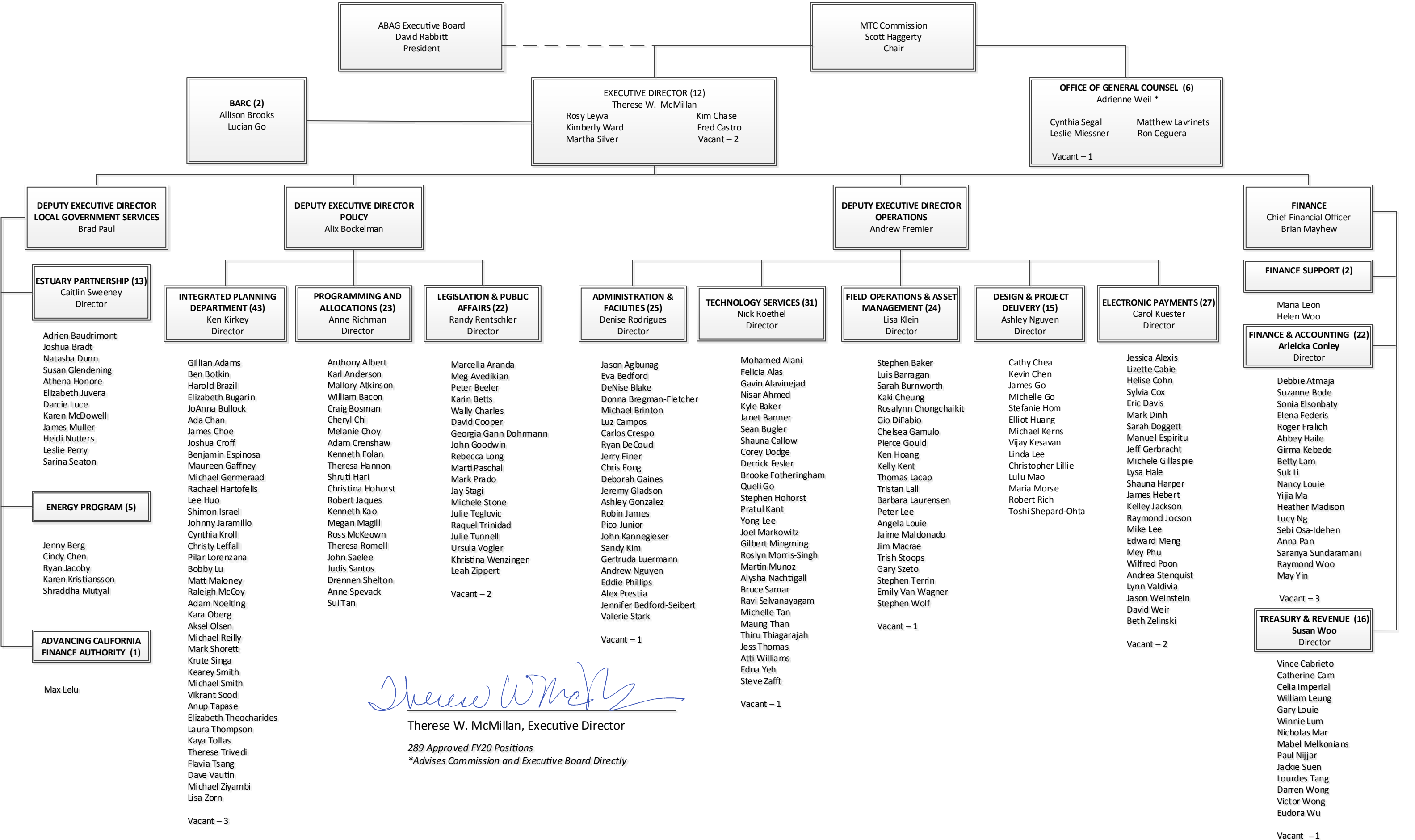
There are currently 15 transit/rail operators represented on the MTC Commission:

1. Altamont Commuter Express: Scott Haggerty
2. WETA: Nick Josefowitz
3. Caltrain: Jeannie Bruins
4. Capital Corridor Joint Powers Board: Jim Spering
5. County Connection: Amy Worth
6. Livermore Amador Valley Transit Authority (LAVTA): Scott Haggerty
7. Marin Transit: Damon Connolly
8. NVRTA: Alfredo Pedroza
9. Santa Clara Valley Transit Authority Dave Cortese, Jeannie Bruins, Sam Liccardo
10. Soltrans: Jim Spering

11. Sonoma Marin Area Rail Transit: Damon Connolly, David Rabbitt
12. Tri-Delta Transit: Federal Glover
13. Union City Transit: Carol Dutra-Vernaci
14. Golden Gate Bridge, Highway and Transportation District: David Rabbitt
15. San Joaquin Joint Powers Authority: Scott Haggerty

Metropolitan Transportation Commission

Staffing Organization as of July 1, 2019



Therese W. McMillan, Executive Director

289 Approved FY20 Positions
*Advises Commission and Executive Board Directly



CHAPTER 2.2: UNIFIED WORK PROGRAM

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

FY 2020-21

Caltrans Work Elements

Goals and Objectives

The California Department of Transportation (Caltrans/Department) Work Elements support the Department's Mission to: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.* Caltrans Work Elements advance the overarching goals and objectives noted in the Caltrans Strategic Management Plan (2015-2020), with a focus on the following three goals: 1) Safety and Health, 2) Stewardship and Efficiency, and 3) Sustainability, Livability, and Economy. The Sustainability goal sets a target to achieve 15% reduction of statewide per capita VMT by 2020.

Caltrans Work Elements also promote the Department's objectives in its various transportation plans including the California Transportation Plan 2040 (CTP) 2040, Freight Mobility Plan, Smart Mobility Framework, Complete Streets and Interregional Transportation Strategic Plan. In addition, Caltrans Work Elements fulfill the Department's responsibility to steward federal transportation planning funds. The Work Elements stress the inclusion of the Tribal Governments and under-represented communities of concern in the state's and region's transportation planning and programming processes.

Caltrans planning activities support goals established in the regional transportation planning guidelines adopted by the California Transportation Commission (CTC) and the climate change related legislation closely linking transportation and land use planning. Efforts to integrate the two planning processes are in response to the passage of Assembly Bill (AB) 32 and Senate Bill (SB) 375. As an outcome of these pieces of legislation, the reduction of greenhouse gases (GHG) has become one of the key priorities in the transportation planning process in addition to improving transportation mobility, addressing federal air quality criteria pollutants and ensuring that the statewide regional transportation planning activities address tribal, local, regional, and statewide mobility and economic needs.

Another key piece of legislation guiding state planning is SB 391. Senate Bill 391 requires the CTP to identify the integrated multimodal transportation system needed to achieve maximum feasible reductions of

GHG emissions. Caltrans prepared the CTP 2040 and that was signed by the Secretary of the California State Transportation Agency (CalSTA) in June 2016. The CTP 2040 will be updated to the CTP 2050 in FY20-21. 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 GHG emissions. The CTP 2050 will offer a vision for the California transportation system and recommendations to achieve the vision. The plan is required to demonstrate how the state will meet its GHG emissions targets. The plan is informed by a policy advisory committee, technical advisory committee, and economic technical advisory team. These teams include a variety of partners including MTC. As a statewide plan the CTP is informed by our partners work and should also influence future work done by our partners. Outside of committee participation, our partners will be able to comment on the administrative draft of the CTP this spring, and we are slated to host seven 7 public workshops throughout the state between late spring and early summer 2020.

The most recent legislation to impact the Department's Work Elements is Senate Bill 1, The Road Repair and Accountability Act of 2017. This transportation funding bill will provide revenues of roughly \$50 billion over the next 10 years to maintain and integrate the State's multi-modal transportation system. Among the various transportation programs, SB1 allocates \$25 million annually to the Caltrans Sustainable Communities Grants to encourage local and regional multimodal transportation and land use planning that furthers the region's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (where applicable), contributes to the State's GHG reduction targets of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively, and other State goals, including but not limited to, the goals and best practices cited in the 2017 RTP Guidelines, addresses the needs of disadvantaged communities, and also assists in achieving the Caltrans Mission and Grant Program Overarching Objectives. Approximately half of SB 1 funds are awarded through a competitive process for Sustainable Communities Competitive grants to eligible recipients, including Metropolitan Planning Organizations (MPOs) with a sub-applicant(s), Regional Transportation Planning Agencies, cities and counties, transit agencies, and Native American Tribal Governments. The other half of SB 1 funds are awarded to MPOs on a formula basis through the Sustainable Communities Formula grants. SB 1 also allocated \$20 million in climate change adaptation planning grants over three years to local and regional agencies for adaptation planning, of which \$6 million is allocated for the third and final FY 2019/20 funding cycle.

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

Objectives

- To assist 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 5 years.
- To disseminate the latest information on any update of the state plan, new guidelines, implementation plan, etc., to the Department's internal functional units and with 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.

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.

Current Tasks

- Review & comment on Draft Materials. (CTP Guidelines, Public Participation Plan, Draft Plans, Implementation Plan, etc.).
- Participate in Monthly Teleconference updates.
- Share the CTP updates with the Metropolitan Transportation Commission as well as other stakeholders including the Tribal Governments.
- Assist HQ in coordinating HQ/District-MPO Visit(s).
- Assist HQ in coordinating any public workshops held in the District.
-

Products

CTP

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Completion Date

Ongoing 2017/18 to 2020/21

Estimated Person-Months and Cost

N/A

Work Element 6.2 – System Planning

Objectives

- Continue to serve as the principal mechanism for Caltrans long-range transportation planning at the corridor and system levels.
- Serve as Caltrans transportation planning liaisons with regional agencies and county Congestion Management Agencies (CMA).
- Incorporate and propose long-range solutions to the impacts of projected growth in the Bay Area in System Planning documents.
- Analyze the multimodal system for the purpose of integrating plans with a goal to enhance the interregional and regional movement of people and freight.
- Conduct transportation corridor planning in a way that defines how a travel corridor is performing, understanding why it is performing that way, and recommend system management strategies to address issues and challenges within the context of a collaborative long-range planning vision.
- Incorporate Complete Streets in System Planning processes and products by addressing transportation needs, safety and efficient access for all legal users of the system.
- Support Sustainable Community Strategies (SCS) by incorporating Smart Mobility Framework principles into System Planning process and products.
- Identify and elevate emerging transportation issues, trends, and opportunities such as Transportation System Management and Operations (TSMO) as well as threats such as the impacts of Climate Change on transportation infrastructure.
- Represent the State's interests by ensuring the region-to-region transportation needs are addressed, including the to-and-through movement of people and freight.
- Integrate 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 coordination and presentation of information on (1) the Interregional Improvement Program (IIP) through a focused analysis of the Interregional Road System (IRRS) corridors traversing District 4, and (2) the Regional Improvement Program (RIP) and corridors defined in coordination with MTC and the nine Bay Area CMAs.
- Respond to special assignments initiated at the federal, state, regional or local level including development of plans, priorities, and projects lists based on new funding and programming opportunities.
- Work with the Office of Advance Planning on the development of Project Initiation Documents that are reflecting long-term System Planning priorities as expressed in district Transportation Concept Report (TCRs) and other district, local, regional, and statewide planning documents such as Comprehensive Multimodal Corridor Plans (CMCPs).

Tasks

- Update and lead the analysis and preparation of TCRs and CMCPs for State highways.
- Represent Caltrans through regular attendance at monthly regional coordination meetings, CMA Technical Advisory Committee meetings, engage in the planning process and respond to requests from partner agencies and the public.
- In concert with appropriate District functional units and partner agencies, support activities related to the ongoing development and update of TCRs, CMCPs, the ITSP, the District System Management Plan (DSMP) and accompanying DSMP Project List.

- Provide assistance in the process to (1) relinquish existing State Highway System route segments to local agencies; and (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.
- Review Caltrans documentation including, but not limited to, Project Initiation Documents, Caltrans Excess Land requests, and other transportation-based documents with regard to System Planning issues.
- Provide System Planning input on environmental reports relating to local development projects and their impacts on the State Highway System.
- Cooperate with HQ on the development of 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.
- Lead and/or participate in District project prioritization and nomination for various State and federal funding programs.

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 – Partnership Participation/Planning Grants

Objectives

- Participate in transportation planning studies in partnership with local and regional agencies.
- Ensure implementation of planning studies awarded to District 4 agencies and provide contract management services.
- Serve as a liaison between internal Caltrans partners and external partners including Tribal Governments to ensure coordination of planning efforts between the various planning entities and levels involved.

Description

District 4 Transportation Planning staff participates in coordinated, external planning studies in a partnership environment. This includes full participation by staff in corridor studies that seek to develop preferred transportation strategies to address local, regional and interregional transportation system problems. Staff members work with Congestion Management Agencies (CMA) and local and regional transportation planning agencies in evaluating identified transportation system improvements as to their costs, environmental and social impacts and overall consistency with federal, State and regional planning goals and objectives. Staff members represent the interests of the Department in meetings and transportation planning studies, as well as provide technical expertise and information.

District planning staff may also assist local and regional transportation planning agencies in developing and preparing transportation planning studies, as well as provide technical expertise and information on State planning grant applications.

Previous and Ongoing Related Work

- Develop partnerships with the Metropolitan Transportation Commission, CMAs, local and regional transportation planning agencies by participating in partnership studies.
- Attend and participate in CMA local and regional transportation planning agencies meetings and Technical Advisory Committees (TAC).

Tasks

- Provide expertise to CMAs, local and regional transportation planning agencies on a range of transportation issues in a multi-jurisdictional environment.
- Participate, assist and consult with other Department functional units on transportation projects and studies. Assist in conflict resolution among partner agencies.
- Represent Caltrans before CMAs, local and regional transportation planning agencies to discuss projects, plans and studies.
- As an active partner, attend and participate in CMAs, local and regional transportation planning agencies Policy and Technical Advisory Committee meetings as necessary.
- Coordinate with MTC, CMAs, and other Local and Regional Transportation Planning Agencies to solicit planning grant proposals.
- Participate in Caltrans planning grants' call-for-projects.
- Assist local and regional agencies in the preparation of Caltrans planning grant proposals.
- Manage Partnership Planning grants awarded to District 4 agencies by serving as contract managers responsible for development and coordination of various contractual and budgetary agreements necessary to complete grant study awards on time and within budget.

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

Please see **Appendix A** for the active planning projects funded by previous Partnership Planning Grant Program (Strategic Partnership Transit Grants).

Work Element 6.4 – Overall Work Program Management

Objectives

To fulfill the State's responsibility in carrying out the review, monitoring, and approval of the Metropolitan Transportation Commission's (MTC) Overall Work Program (OWP), in concert with Caltrans headquarters Office of Regional Planning.

Description

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

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

Previous and Ongoing Related Work

- Monitor development and progress of the OWP planning activities and products.
- Administer Federal FHWA PL and FTA Section 5303 formulary funds.
- Coordinate with HQ and MTC staff the needed changes to improve process and content in the Request for Reimbursement and Quarterly Progress Reporting submittals.
- Continue to consult and coordinate with HQ and FHWA/FTA the implementation of early consultation process with regards to MTC's preparation for next FY's OWP.
- Continue to communicate and coordinate with MTC and HQ ORIP the resolutions to unresolved/reoccurring issues in previous OWPs.
- Assist Planning Managers in the administration of FHWA Strategic Partnership grants under Caltrans Sustainable Transportation Planning Grant Program.

Tasks

- Transmit to MTC the federal and state guidance for the development of the annual OWP.
- Review the draft OWP to ensure that it meets the needs of and complies with the statewide programs, initiatives and/or policies.
- Circulate Draft OWP with a comment transmittal memo to HQ ORIP District Liaison and other reviewers.
- Collect all Draft OWP comments to include in comprehensive letter to MTC.
- Ensure all comments are included in the Final OWP.
- Develop/update Caltrans District 4 Work Elements for the region's planning activities.
- Submit to MTC quarterly reports on Caltrans Work Elements.
- Review MTC's quarterly reports for consistency and progress towards completion of their deliverables as noted in the OWP and submit to HQ ORIP District Liaison.
- Facilitate the OWP Coordination and Development meeting with FHWA, FTA and Caltrans HQ at MTC and ABAG's office building.
- Provide recommended OWP approval letter, draft and Final OWPs to HQ ORP and FHWA/FTA by their respective due dates.

- Approve and send all additional OWP documents, i.e., Amendments, Certifications and Assurances to ORP District Liaison.
- Review all RFRs to ensure expenditures are accurate, for eligible activities, for delivered products, and completed in accordance with work elements in the OWP and Federal and State requirements.
- Review, approve and submit to HQ ORP MTC's Year End Package.
- Assist Caltrans Work Element Managers in the overall administration of discretionary program funds.
- Monitor and administer the Caltrans Sustainable Transportation Planning Grants awarded to MTC—Sustainable Communities, both the competitive and formulary awards, Strategic Partnerships and the Adaptation Planning grants.

Products	Estimated Completion Date
• Caltrans Work Elements for the OWP annual update	February 2020
• Progress reports on Caltrans OWP activities	Quarterly
• Reimbursement of CPG and Discretionary funds	Monthly
• Participation at policy level meetings	As Needed
• Amendment Approval	Periodic
• Close-out packages for Discretionary funded projects	As Needed

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.5 – Local Development/Inter-Governmental Review (LD/IGR)

Objectives

To ensure that development-related safety impacts to users of state transportation facilities are identified and mitigated to the maximum extent feasible; achieve Caltrans *Strategic Management Plan* targets of increasing non-auto mode transportation shares, to advance *California Transportation Plan* goals of providing multimodal accessibility for all people, support a vibrant economy and improve public safety. D4 LD/IGR (the Program) promotes transportation choices by applying Caltrans' *Smart Mobility Framework*, the Metropolitan Transportation Commission's Sustainable Communities Strategy and the Association of Bay Area Government's Priority Development Areas to environmental document reviews. The program is implementing SB 743 requirements to reduce vehicle miles traveled (VMT) to reduce greenhouse gas emissions. The program achieves these goals by reviewing and commenting on federal, state and local environmental documents prepared pursuant to the National Environmental Policy Act and the California Environmental Quality Act (CEQA).

Description

LD/IGR is a mandated ongoing collaboration between public and private stakeholders focused primarily on reducing vehicle trips resulting from local development. Accordingly, LD/IGR promotes transit, intercity rail passenger service, walking and bicycling. LD/IGR experts collaborate with stakeholders to achieve a shared vision in promoting sustainable land use development patterns that accommodate a sufficient housing supply near population and job centers. They also consult with local jurisdictions early during the review process and strive to provide timely and technically accurate information and share analytical methodologies with stakeholders including local government decision-makers.

Previous and Ongoing Related Work

LD/IGR experts coordinate the review of environmental and technical documents for local development projects with a diverse array of experts from a variety of disciplines; comments are collected and analyzed and transmitted to Lead Agencies (LAs) as "CEQA letters" that identify potential impacts to state facilities. LD/IGR experts advocate for mitigation in the form of traffic impact fees, Transportation Demand Management (TDM) programs, enhancing options for using transit, and for bicycling and walking. LD/IGR experts liaise with LAs, developers and consultants whenever possible, and review encroachment permits for compliance with CEQA and to ensure that agreed-upon mitigation measures are implemented.

Tasks

- LD/IGR experts engage with stakeholders, including Caltrans functional units, discipline experts, project proponents, LAs and County Transportation Authorities (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 LAs, consultants and project proponents, LD/IGR experts collaborate on traffic analysis through early consultation, including support for establishing multimodal and regional impact fees,
- Leverage LD/IGR professional training and expertise to maximize opportunities to enhance bike, pedestrian, ADA, transit and TDM improvements through CEQA review of environmental documents; this supports Caltrans' Strategic Management 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 CMAs 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,
- Utilize leadership in collaboration with our local partners to incorporate LA Conditions of Approval and Mitigation Monitoring Reports into CEQA records,
- Engage with Headquarters and the Office of Planning and Research for training, interpreting and implementing SB 743-mandated changes to CEQA analysis, and
- Proactively work with tribal governments to mitigate traffic impacts from proposed tribal projects (*System Performance*).

Products	Estimated Completion Date
<ul style="list-style-type: none"> • Written comments to LAs on their proposed projects and environmental documents. 	Ongoing
<ul style="list-style-type: none"> • Documents on Tribal government-to-government relations 	Ongoing
Estimated cost by funding source	Estimated Person-Months and Cost
Not funded through the OWP process	N/A

Work Element 6.6 – 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 major 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 Report – 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 need
- Develop and evaluate different alternatives including preliminary traffic operation assessment, environmental studies, traffic safety review, and constructability and maintenance review
- 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.

They 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 that are needed on the State or regional transportation systems.
- Prepare or oversight the development of PIDs for proposed projects that are in the current Regional Transportation Plan (RTP), Countywide Plans, or other transportation planning documents that are candidates for the State Transportation Improvement Program (STIP), voter-approved tax measure transportation improvement funding, and other funding sources/programs.
- Implement the updated guidance to streamline PID process of local funded projects on State facilities. Implement the updated PID guidance to streamline process of State Highway Operations and Protection Program (SHOPP) projects.
- Prepare PIDs for projects that are currently listed in the 10-Year SHOPP Plan and are candidate projects for SHOPP now included in the State Highway System Management Plan.
- Prepare PIDs for projects eligible for Regional Measures 1 and 2 Toll Bridge Program funding.

Tasks

- Implement procedures established in MOU between Caltrans and MTC covering Project Study Reports.
- Provide expertise to local agencies on the initiation of transportation projects.
- Provide coordination between engineering, highway operation, environmental, and right of way functions in the development of 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 Bay Area Toll Authority (BATA) on prioritized toll bridge rehabilitation projects.

Products

Estimated Completion

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

Ongoing

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 6.7 – Native American Liaison

Objectives

- Establish clear lines of communication with the six federally recognized tribes in District 4.
- Be cognizant of the 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 coordinating with the District's Native American Coordinators.
- Partner/formulate with MTC on best practices for Tribal Government inclusion into the region's transportation planning process.
- Coordinate consult with and involve Tribal Governments.

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), and Caltrans Director Policy 19 (August, 2001) provide the foundation for working with the California Tribes and communities.
- Provide liaison staff to implement State and Federal laws and directives to be sensitive to the Native American interests, and 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 community relevant transportation planning guidelines and information to tribes and tribal community-based organizations.
- Assist in the development of Tribal transportation plans and transportation planning efforts when requested by Tribal Governments.
- District participation in the Department's Native American Advisory Committee (NAAC).
- District participation in the quarterly District Native American Liaison teleconference.

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 the 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

- Improved and continuing 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 6.8 – Addressing Environmental Justice

Objectives

- To demonstrate the principles of Environmental Justice (EJ), 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 promote greater public involvement of traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e., African-American, Hispanic, Asian-American, American Indian/Alaskan Native, and Pacific Islander) community groups and leaders in transportation decisions and context sensitive planning, to prevent or mitigate disproportionate, adverse impacts of transportation projects while improving mobility, access and quality of life for diverse communities.

Description

- Caltrans Sustainable Transportation Planning Grant Program continues to emphasize the importance of encouraging eligible applicants to apply for Sustainable Communities grants to address transportation needs and deficiencies in disadvantaged communities. This is in support of the previous Environmental Justice Grant Program, in compliance with the Federal Transportation Planning goals under Title 23, U.S. Code, and Section 134, and consistent with federal orders (Executive Order 12898, DOT Order 5610.2, and FHWA Order on EJ dated December 1998).
- Environmental Justice Planning supports and encourages efforts by all and 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 are made that promote sustainable communities, provide for a resilient economy, foster the highest and best land uses, and expand transportation choices in an equitable manner to people in all segments of society. In balancing transportation investments, economic prosperity, community livability, and environmental protection, Caltrans will achieve widespread public involvement and equity in individual transportation choices.
- Caltrans Sustainable Transportation Planning Grant Program continues to promote the involvement of low-income and minority communities, and Native American Tribal Governments in the planning for transportation projects to prevent or mitigate disproportionate, negative impacts while improving mobility, access, safety, and opportunities for affordable housing and economic development.

Previous and Ongoing Related Work

- Coordinate on a continuous basis with the Headquarters in regard to Environmental Justice Planning, Smart Growth, Livable Communities, and Public Participation concepts and policies.
- Coordinate with the Metropolitan Transportation Commission (MTC) and local agencies regarding the inclusion of the Environmental Justice and Disadvantaged communities into the region's transportation planning and programming processes.

Tasks

- Interface with the MTC, local agencies, Native American Tribal Governments, private and non-profit organizations, community-based organizations and transit agencies, to address Environmental Justice, Smart Growth, and Livable Communities issues.
- Coordinate participation of other Department functional units as appropriate.

- Aid applicants in applying for Caltrans transportation planning grants or other funding programs requiring/offering participation of the EJ Community.
- Monitor studies with a focus on serving and involving the EJ community funded by the Sustainable Communities Grant Program contracts.
- Review Project Study Reports (PSRS) and Project Reports for Title VI, Environmental Justice compliance.
- Conduct outreach efforts to traditionally under-represented and under-served populations 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.

Products

Estimated Completion

- | | |
|--|----------------------------|
| • Management of EJ-focused related grants | Varies with the Award Year |
| • Documentation of outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders | Varies with the Award Year |

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Caltrans Sustainable Transportation Planning and Adaptation Planning Grants Programs

Addressing Environmental Justice is infused and encouraged in all of Caltrans grants programs. Previous planning study awards with a focus on engaging the environmental justice community are listed in **Appendix A** among the rest of the awarded Sustainable Communities studies.

Work Element 6.9 – Community Planning and Public Engagement

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 the traditionally under-represented and under-served 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 efforts by communities 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 are made that promote sustainable communities, provide for a resilient economy, foster the highest and best land uses, and expand transportation choices in an equitable manner to people in all segments of society. It intends to promote 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 and 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 provide comments on measures to reduce regional vehicle miles traveled and improve 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 process information and/or usage of the Headquarters Planning Public Engagement Contract services.

Caltrans Transportation Planning Grant Program

The Caltrans Transportation Planning grant program supports the California Department of Transportation (Caltrans) current Mission to *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability*. Grant projects are intended to identify and address mobility deficiencies in the multimodal transportation system including the mobility needs of environmental justice and disadvantaged communities, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and result in programmed transportation system improvements.

See Appendix A for project descriptions of the active Sustainable Transportation Planning Grant projects.

Caltrans Planning Public Engagement Contract Efforts

The fifth Caltrans Statewide Planning Public Engagement Contract was awarded in April 2019. Under this \$1.2 million contract, work is authorized for well-defined public outreach and engagement efforts related to transportation plans, programs, and projects in early stages of planning. 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.

The on-call contract is currently being utilized to support engagement for the District 4 Pedestrian Plan.

Estimated Cost by Funding Source

Estimated Cost

Not Funded through the OWP Process

N/A

Work Element 6.10 – Pedestrian Coordination

Objectives

- Improve pedestrian safety, access, and mobility on and across Caltrans facilities.
- Engage external and internal stakeholders in the development of Caltrans pedestrian policies, guidance, best practices, and project design.
- Provide input on Caltrans corridor and project planning and design concerning and affecting pedestrian travel and safety.

Description

The District Planning staff works to improve pedestrian safety, access, and mobility by performing planning and design review for projects proposed for the State highway system, working with District 4 and Headquarters staff on various activities, and meaningfully involving stakeholders in these activities so that better outcomes are achieved.

Previous Related Work

- Reviewed Caltrans transportation corridor concept reports, project initiation documents, and project reports; participated on project development teams; and provided comments on projects regarding pedestrian needs and in support of walkable communities.
- Participated in meetings with local agencies and district staff regarding pedestrian design and operational issues at the conceptual development phase of various projects on the state highway system.
- Provided staff support for the District 4 Pedestrian Advisory Committee, which consists of stakeholders from Bay Area public agencies and local communities, and coordinated Committee meetings where Caltrans projects, policies, guidance and standards were reviewed, and comments were provided.
- Coordinated on a continuous basis with Caltrans Headquarters in regard to Complete Streets implementation and related guidance development and revisions.
- Initiate project proposals for potential funding from the Active Transportation Program and other programs.
- Continue development of the Caltrans District 4 Pedestrian Plan, which will identify and prioritize pedestrian improvements on the State highway system in District 4. The plan will be completed in Summer 2020.

Tasks

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

Products

	Estimated Completion Date
Reviewing and commenting on Caltrans projects regarding pedestrian needs	Ongoing
Providing staff support for District 4 Pedestrian Advisory Committee Meetings	Quarterly

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Month & Cost

N/A

Work Element 6.11 – Bicycle Planning and Coordination
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Objectives

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

Description

The District Planning staff, together with Caltrans district functional units and Headquarters staff, works to improve bicycle access and safety on State highways. This is done through the review of planning and design documents, participation on Project Development Teams and statewide policy-level committees, and coordination with local and regional agencies as well as other stakeholders to ensure that bicycle transportation needs are addressed during project selection, planning, and design.

Previous Related Work

- Advised and assisted in implementation of 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, and design documents as well as on Caltrans standards, guidance, and procedures as they affect bicycle travel.
 - Provided input and shared information regarding:
 - existing roadway deficiencies and needed bicycle safety upgrades;
 - new policies and revisions pertaining to bicyclists.
 - Coordinated quarterly meetings of the Caltrans District 4 Bicycle Advisory Committee consisting of representatives of Bay Area transportation agencies and advocacy groups. The committee's role is to review Caltrans projects and policies with an aim toward improving bicycle safety, mobility, and access on and across the State Highway System.
 - Coordinated Caltrans' participation in Bike to Work Day.
 - Initiate project proposals for potential funding from the Active Transportation Program and other programs.
- Implement improvements identified in the Caltrans District 4 Bike Plan, which identifies priority safety and mobility needs of bicyclists on the State highway system in District 4.

Tasks

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

Products

Estimated Completion Date

- | | |
|---|-----------|
| • Review and provide input on planning and design-level documents | Ongoing |
| • Coordinate District 4 Bicycle Advisory Committee | Quarterly |

Estimated Cost by Funding Source

Estimated Person Month & Cost

Not funded through OWP process

N/A

Work Element 6.12 – Transit Coordination

Objectives

- To encourage alternative modes of transportation on the State Highway System.
- To leverage the existing State Highway System to promote and enhance alternative transportation mode opportunities.

Description

The Transit Coordination Branch seeks opportunities 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 transit service, 2) promoting connectivity and integration of all rail systems, and 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 also collaborates with the Division of Mass Transportation (DMT) and the Division of Research and Innovation (DRI) on statewide modal issues. Externally, this office develops partnership with other agencies to promote and enhance strategies that encourage alternative modes of transportation.

Previous Related Work

- Coordinating with Samtrans for the repurposing of Colma P&R for potential transit-oriented development.
- Coordinating with multiple Stakeholders to address Golden Gate Vista Point congestion.
- Coordinating with Capitol Corridor on planning a new station at the Ardenwood Park-and-Ride lot in City of Fremont.

Tasks

- Coordinate with local agencies to improve the State Highway System to optimize alternative modes of transportation.
- Review Caltrans project development documents and ensure that alternative modes of transportation are considered and accommodated wherever feasible.
- Provide project management support for transit projects on the State Highway System.
- Participate on Project Development Teams (PDTs) for projects with transit components.
- Seek partnership opportunities to improve and expand the District P&R system.
- Plan for improved and new P&R lots
- Participate on PDTs for projects with P&R components.

Estimated cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.13 – Goods Movement Planning/Partnerships

Objectives

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

Description

The Freight System Planning Branch develops strategies, policies and methodologies to improve 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 and sustainable movements of freight to and through the region.

The Branch works closely with Headquarters, including the Office of Freight Planning within the Division of Transportation Planning, the Division of Research, Innovation and System Information, the Division of Aeronautics, the Division of Rail, and Traffic Operations Program. It also coordinates with external governmental agencies such as FHWA, USMARAD, CalSTA, regional/local agencies, seaports, airports, trucking and private industry interests to improve the performance of the multi-modal freight system.

Tasks

- Maintain a district liaison role through attendance at various federal, state, regional and local agency committees focused on improving the movement of freight.
- Facilitate district contract oversight and coordination for freight focused transportation planning studies.
- Coordinate transportation planning involvement in funding programs relating to the FAST Act.
- Provide support and oversight for development of Corridor System Management Plans (CSMP), Transportation Concept Reports (TCR) and Comprehensive Corridor Plans (CCP).
- Review and coordination of internal and external project development documentation for freight system consideration and inclusion.

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 6.14 – Transportation Conformity and Air Quality Planning

Objectives

- Participate in development of State Implementation Plans to demonstrate how the San Francisco Bay Area air basin achieves applicable federal air quality standards.
- Work with MTC to demonstrate that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) 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)).
- Participate with federal, state, regional and local agencies during interagency consultation on transportation conformity and related air quality planning.
- Participate with federal, state, regional and local agencies during interagency consultation procedures for PM2.5 hot-spot analyses for the Bay Area.

Description

- In June 2004, the Bay Area was designated as a marginal nonattainment area of the national 8-hour ozone standard. US EPA lowered the national 8-hour ozone standard from 0.80 to 0.75 PPM effective May 27, 2008. The latest approved SIP for ozone is the 2001 Ozone Attainment Plan.
- U.S. EPA lowered the 24-hour PM2.5 standard from 65 ug/m3 to 35 ug/m3 in 2006. U.S. EPA designated the Bay Area as nonattainment for the PM2.5 standard on October 8, 2009. The effective date of the designation is December 14, 2009 and the Bay Area Air Quality Management District must develop a SIP that demonstrates the Bay Area will achieve the revised standard.
- Anytime MTC develops or amends the RTP and/or TIP for the region, they must prepare a Transportation-Air Quality Conformity Analysis to demonstrate how the transportation activities in the RTP and TIP will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The goal of transportation conformity is to ensure that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals given to highway and public transportation activities are 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 to be undertaken by the 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 the Air Quality Conformity Task Force.
- MTC Resolution No. 3946 outlines procedures to be 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 are required to undergo project level conformity determinations for PM2.5 if their project meets certain criteria for projects of air quality concern.

Previous and Ongoing Related Work

- Reviewed Transportation Air Quality Conformity Analysis for the Transportation 2040 Plan and 2017 Transportation Improvement Program.
- Consulted with Department project sponsors on preparation and submittal of PM2.5 Project Assessment forms.
- Participated in Statewide Air Quality Conformity Working Group meetings.

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 on preparation of the PM2.5 SIP.
- 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.
- Participate with HQ, CARB, BAAQMD and other state and federal agencies on state air quarterly planning issues as needed.

Products

Estimated Completion Date

- | | |
|--|-----------|
| • Air Quality Conformity Task Force Decisions | Monthly |
| • RTP/TIP Transportation Conformity Analysis Input | As Needed |
| • PM2.5 Project Assessment Forms | As Needed |

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 6.15 – Climate Change Adaptation Planning

Objectives

Work with the HQ Climate Change Branch as well as with partner agencies in the region to 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, to further the Bay Area's climate protection goals, and improve our region's air quality and public health and safeguard us from sea-level rise.

Description

- The Global Warming Solution Act of 2006 creates 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 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.
- Climate change is 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, the single largest source of GHG emissions is from the consumption of fossil fuel in the transportation sector. In fact, the transportation sector, mostly from cars, trucks, buses, trains and ferries, contributes over 40 percent of the GHG emissions in the region.
- As required under SB 375, the 2013 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) will lay out how land use and transportation can work together to reduce GHG emissions. Within this context, the region will need to focus on developing innovative strategies and evaluating their effectiveness in reducing GHG emissions for purposes of informing the development of the SCS.
- In September 2010, Caltrans District 4, in partnership with BCDC and 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. The final report was completed in November, 2011.
- In 2013, Caltrans District 4, in partnership with BCDC, MTC, and BART, was awarded a \$300,000 FHWA grant and will develop a study titled, "Climate Change and Extreme Weather Adaptation Options for Transportation Assets in the Bay Area". The study was completed in December 2014.
- 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 use by 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.
- In December 2018, Caltrans released the Climate Change Vulnerability Assessment report for District 4, which provides a review of potential climate impacts to the State Highway System and the technical processes used to identify these impacts.
- Building on its regional assessment of Bay Area impacts from mid- and end-of-century sea level rise, Living With a Rising Bay, the San Francisco Bay Conservation and Development Commission (BCDC) has partnered with the National Oceanic and Atmospheric Administration Coastal Services Center (NOAA CSC) to work with Bay Area communities in planning for sea level rise. The Adapting to Rising Tides (ART) project will be a collaborative effort involving community officials and stakeholders to address two specific questions: (1) How will sea level rise and other climate change impacts affect the future of Bay Area communities, ecosystems,

infrastructure, and economy, and (2) What strategies should we pursue, both locally and regionally, to address these challenges and reduce and manage these risks?

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 work on the FHWA-funded Adaptation Options Study.

Tasks

- Staff will continue monitoring and providing input on updates to the California Climate Adaptation Strategy and Climate Action Team Reports to the Governor and Legislature.
- Monitor and evaluate programs and projects in the 2021 RTP/SCS for their effectiveness in reducing GHG emissions.
- Staff will assist with and ensure that Project Initiation Documents incorporate sea level rise concerns as needed, as defined in the May 16, 2011 guidance.
- Staff will remain engaged with BCDC in continued development of the Adapting to Rising Tides project.
- Staff will continue working with local and regional partners on planning and implementing effective climate change resiliency strategies.

Products

- | | |
|-------------------------------|-------------------|
| • BCDC ART Project | Complete |
| • BCDC ART Program | Ongoing |
| • Adaptation Options Study | Complete |
| • D4 Vulnerability Assessment | Complete |
| • D4 Adaptation Plan | Under Development |

Estimated Completion Date

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Caltrans Adaptation Planning Grants

Studies that were awarded under the Adaptation Planning Grant Program during the FY 17/18 – FY19/20 are listed in **Appendix C**.

Work Element 7.1 – State Funding for Transit and Intermodal Improvements

Objective

Assist local agencies in obtaining programmed State funds for transit capital projects and monitor fund use.

Description

Management of funds programmed by the California Transportation Commission (CTC) earmarked for transit capital projects. Funds are disbursed to local agencies by means of 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

Monitoring of projects funded by the sources listed above.

Tasks

- Prepare Local Agency allocation requests for funds allocated by the CTC.
- Coordinate review of agencies and projects under the provisions of SB 580, Government Code (GC) Sec. 14085-14088.
- Prepare and monitor agreements with local agencies to allow 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 Division of Rail and Mass Transportation (DRMT).
- Attend Advisory Committee meetings as required.
- Coordinate programming amendments.
- Review and approve project scopes of work.
- Monitor 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

Estimated Completion Date

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

Estimated Cost by Funding Source

Estimated Person Months and Cost

Not funded through the OWP process.

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 administration of this program to participating transportation providers in the District.

Previous and Ongoing Work

Administer and monitor the FTA Section 5311 grant program.

Tasks: Participate in roundtable teleconference meetings and applicable transit training classes and workshops.

- Track completed work and complete applicable reports in a timely manner. Keep headquarters (HQ) updated on the District's program status.
- Communicate with the Division of Rail and Mass Transportation (DRMT) Resource Manager/Analyst to prevent budget overruns and ensure quality fiscal management.
- Review and monitor sub-recipient compliance for all transit grant projects as described in executed standard agreements and 49 United States Code (U.S.C.) Chapter 53.
- Collect, review and develop comprehensive list of semi-annual Disadvantaged Business Enterprise (DBE) Utilization data and provide to HQ.
- Conduct annual monitoring of FTA-funded capital projects, which includes vehicles and facility infrastructure projects using forms from the DRMT BlackCat management system. The expanded monitoring inspection requires ride-alongs with agency buses to ensure compliance of FTA requirements (American Disabilities Act (ADA), Title VI, Charter and School Bus programs).
- Conduct tri-annual on-site monitoring of local agencies to ensure compliance of: procurement and asset-management requirements, disposition of assets and maintenance procedures. Also ensure that compliance is met for: School Bus, DBE, Transit Asset Management (TAM), Charter Services, Equal Employment Opportunity, ADA, Title VI, Drug and Alcohol, Fixed Route and Paratransit and Demand Response Services. Use forms from the DRMT BlackCat management system.
- Attend board and Transit Advisory Committee (TAC) meetings to ensure transit needs are being adequately addressed and considered in the development of the OWP and transportation plans.
- Review agency websites to ensure compliance and that information is adequately advertised to the general public.
- Maintain project inventory data spreadsheets for all FTA projects within the District.

Products

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

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person Months and Cost

N/A

Work Element 7.3 – Park-and-Ride Program

Objectives

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

Description

The District 4 Park-and-Ride Program manages the operations at Caltrans park-and-ride lots and provides guidance for proposed improvements and the planning and development of additional facilities as appropriate. 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 on Project Development Teams (PDTs) to address operational issues at the conceptual development phase of planning improved or new P& R projects.
- Provide program guidelines and respond to requests for rideshare and facility information.

Tasks

- Perform annual inventory surveys and prepare census (usage) reports of existing park-and-ride lots.
- Maintain D4 park-and-ride computer databases, reports, maps, webpage and files of park-and-ride lot projects and inventory.
- Address ongoing requests/inquiries for park-and-ride lot maintenance and services.
- Operate an exclusive park-and-ride 1-800 telephone number to provide rideshare & facility information and respond to user concerns.
- Coordinate park-and-ride facility rehabilitation & operational or safety improvements with Caltrans functional units.
- Request as needed California Highway Patrol enforcement of traffic/parking regulations at facilities or to address safety/security issues at facilities.
- Coordinate maintenance and assign bicycle lockers at Caltrans park-and-ride lots.

Products

- Project Reports
- Annual Program Inventory

Estimated Completion Date

Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.1 – Traffic Operations System

Objectives

To implement, operate, monitor, and maintain the Traffic Operations System (TOS) for the Bay Area freeways, as stipulated in the Caltrans TMS Master Plan, to improve vehicle-operating speeds and to reduce freeway delays caused by incident and recurring congestion.

Description

The TOS is a management tool intended to improve the operation of the highway system by optimizing efficiency of the system through even traffic speeds, reduction/avoidance of congestion, and removal of incident related obstacles. The TOS entails the operation and integration of the following components: 1) A Transportation Management Center (TMC) to operate the TOS; 2) A ramp metering management system to manage access into the highway facilities; 3) A traffic surveillance system inclusive of electronic roadway detectors, closed-circuit TV (CCTV), and motorist call boxes; 4) A motorist information system inclusive of changeable message signs and highway advisory radio; and 5) A motorist service patrol to remove disabled vehicles to promptly restore highway capacity.

Previous and Ongoing Related Work

- Operate 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 on 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 partnership with the MTC, Congestion Management Agencies, cities, counties, transit agencies and freight operators.
- Implementation of Bay Area TOS.
- Operate the TMC (Regional Transportation Management Center - RTMC).
- Data retrieval and support for 511 Program.
- Provide facilities management support to 511 Program.
- Operate ramp metering systems.

Products

Estimated Completion Date

- TOS projects in nine counties and seven toll bridges Ongoing
- Operate ramp metering system 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, provide traffic congestion relief, reduce traffic accidents and expedite the removal of freeway impediments, which add to the improvement of air quality.

Description

The Freeway Service Patrol (FSP) is a free service to the public, providing emergency towing and assistance to help keep key routes flowing smoothly. The FSP was initiated in August 1992, with three tow trucks servicing 10 miles of freeways in the Bay Area. The service was expanded in April 1994 to 40 trucks covering 168 miles of freeways. The service was expanded again in March 1995 to 50 trucks covering more than 218 miles of freeway, again in 1997 covering over 235 miles, and by August of 1998 the Bay Area FSP program expanded to 51 tow trucks covering 264 miles of freeway. The 1999 the FSP service expanded to 63 trucks covering over 332 miles. In 2001 the FSP program increased the existing fleet to 70 tow trucks covering 390 miles of freeway. In 2002-03 the FSP expanded to 83 trucks and 454 freeway miles. In 2011-12 the FSP expanded to 85 trucks and 530 miles. In 2012-13 the FSP reduced the number of trucks to 79 and expanded to 541 miles. In 2014-18 the FSP will reduce the number of trucks to 72, and 500 miles.

Previous and Ongoing Related Work

- Continue improvement of communication system and incident reporting system for tow trucks, CHP dispatchers and other emergency services.
- Integration of the computer aided dispatch (CAD) and automatic vehicle location system (AVL).
- Continue evaluation of the FSP program.

Tasks

- Ongoing evaluation of the FSP program regarding modifications of operating hours, beat assignment, locations and numbers of trucks per beat to provide more effective levels of service.
- Coordinate the dispatch of FSP vehicles based on information regarding the need for services received at the Transportation Management Center (TMC) 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 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 trouble shooting.
- Assist in evaluation of 12 Tow Service contracts (Request For Proposals) for 2019.
- Assist in evaluation of replacement automatic vehicle locator and Mobile Data Tablet subsystem.
- Assist in evaluation of FSP telecommunication system and management reporting system.

Products	Estimated Completion Date
<ul style="list-style-type: none"> Collect and report statistical data on the number of, location, and type of assists, services rating average time waiting for FSP to arrive. 	Monthly
Estimated Cost by Funding Source	Estimated Person Months and Cost
Not funded through OWP process	N/A

Work Element 8.3 – SMART Corridor Project

Objectives

Assist the local and regional SMART Corridors (Silicon Valley SMART Corridor, East Bay SMART Corridor, SFGO, San Mateo SMART Corridor, and I-580 SMART Corridor) to enhance cooperation, improve traffic flow, manage incident related traffic and reduce single occupant vehicle (SOV) demand.

Description

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

Previous and Ongoing Related Work

- Participation in Fremont-Milpitas SMART corridor project.
- Participation in SV-ITS Enhancement project.
- Coordination with City of San Francisco on SFGO project. East Bay Smart Corridor-monitor construction in San Pablo and International Blvd./Hesperian corridors
- Participate in the development of the I-580 Tri-Valley Smart Corridor
- Participation in 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

Work Element 9.1 – Regional Modeling Coordination Study

Objectives

- Improve Bay Area travel demand modeling.
- Coordinate county models with bay area models.
- Integrate American Community Survey data into bay area travel demand modeling.
- Model SB 375 Sustainable Community Strategies land uses.

Description

The Regional Modeling Working Group is a sub-committee of The Bay Area Partnership made up 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 is charged with assuring quality and consistency in regional and sub-regional transportation demand forecasting practices throughout the Bay Area. Presently, they are coordinating regional efforts to comply with SB 375, SB 743 and other recent greenhouse gas legislations. As a major part of this effort, they are also coordinating the MTC's activity-based travel demand model and its effect on the Bay Area County's travel demand models.

Previous and Ongoing Related Work

The Regional Model Working Group has been meeting for years seeking to improve regional models and deal with a variety of ongoing issues.

Current Tasks

- Discuss how Sustainable Community Strategies will be modeled.
- Discuss forecasting methods to meet SB 743 requirements.
- Continue coordinating existing County Models with 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 2010 and American Community Survey data.
- Regional Modeling Group working on Best Practices Manual for Travel Demand Forecasting.

Products

Travel Demand Model for Sustainable Community Strategy Land Use

Estimated Completion Date

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 data sets that support a wide array of analytical capabilities to facilitate timely and effective decision making throughout all aspects of the Department's activities; including Planning, Design, Project Management, Operations and Maintenance.
- Develop, collect, and maintain spatially-enabled data sets that support Department activities and allow effective communication and data sharing opportunities with key stakeholders in the region and at the state and federal level.

Description

Federal, state, regional and local governments all have a keen interest in implementing an effective and efficient transportation system. Data and analysis tools developed and maintained by the Department support project, corridor and regional-level planning efforts.

Analytical tools, and the data supporting them, require constant maintenance and updates. The Department works internally and with external partners to ensure that the geospatial transportation-related data maintained in its GIS system is current and relevant.

The Department develops and maintains vast amounts of geospatial data in a GIS format, but the majority of data is not easily accessible to staff and management in its current format. The Department strives to make geospatial data available in various formats so that it is readily available to analysts and upper management 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 Statewide Geospatial Data Management subcommittee, and District GIS User Group meetings.
- Participate in external GIS coordination meetings including the Bay Area Automated Mapping Association/BayGEO, the Bay Area Regional GIS Committee, and local GIS Day activities.
- Work with HQ Office of GIS on development and implementation of geospatial platforms that facilitate access to spatial data and data sharing.

Tasks

- Enhance and maintain files in geospatial data library.
- Convert GIS-formatted data for use on Google Earth/Maps and other web-based 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 and other programs.
- In concert with appropriate HQs functional units and partner agencies, support activities related to the ongoing review and processing of Functional Classification change requests.

Products

- GIS data library
- Google Earth data layer library
- Develop and Maintain Web Map Services
- County STIP/SHOPP Project Location Maps
- Corridor System Management Plan Maps
- Functional Classification Changes/Updates

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Completion Date

Complete – Ongoing Maintenance

Complete – Ongoing Maintenance

Ongoing

Ongoing

Ongoing

Ongoing

Estimated Person-Months and Cost

N/A

Work Element 9.3 - Transportation Monitoring

Objectives

Collect and analyze data on the performance of the transportation system. This information is used in the transportation planning effort to develop transportation improvements.

Description

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

Previous and Ongoing Related Work

- Establish travel trends and provide data for project-related documents such as project reports, environmental documents.
- Develop baseline data for modeling and forecasting.
- Determine usage, violation rates 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 counts each day for the entire year.
- Count approximately one-third of the 380 Control Stations in the District four times each year for one week.
- Count approximately one-third of the 3136 Ramp Count Locations in the District one time each year for one week (those counted are on the routes where the Control Station counts are made for that year). Only if resources allow
- Count approximately one third of the 496
- Profile Point Locations in the District for one week each year (profile points locations are located between control stations and are scheduled to be counted along with their respective stations). Only if resources allow.
- Conduct hand counts at 1/3 of the District's 523 truck classification locations each year, by the number of axles, during six-hour time periods. Only if resources allow.
- Monitor and manage all District mainline managed lanes and toll bridges. Collect vehicle volumes, vehicle occupancy, travel time and time savings data at least as resources allow.
- Monitor all District freeways and collect data on congestion delays, duration and length of congestion as resources are available.

Products

Estimated Completion Date

- Annual Managed Lane Report
- Quarterly/Annual 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 Cost by Funding Source

Estimated Person-Months and Cost

Not funded through OWP process

N/A

UNIFIED WORK PROGRAM

METROPOLITAN TRANSPORTATION COMMISSION

FY 2020-21

FINAL

MAY 2020

Work Element 1110: Commission and Advisory Committees

The goal of this work element is to provide professional, technical and legal support to the Commission and its committees so that they have a sound basis for making regional transportation decisions. The Commission receives input from the public through its public involvement program, its advisory committee structure and the advisory council. Regional policy recommendations also are provided through the Bay Area Partnership.

Major Tasks

- **Support the Partnership Board**
- **Support the Policy Advisory Council**

Major Products to Be Delivered in FY 2020-21	Estimated Completion Dates
Policy Advisory Council Annual Meeting with the Commission	As Required FY2020-21
Commission Reports and Resolutions	As required

Work Element 1113: Support the Partnership Board

Project Manager: John Salee

A. Budget (FY 2020-21)

EXPENSES

Salaries and Benefits	\$	659,254
Indirect		373,534
Other Operating		-
Consultants		-
Total Expenses	\$	1,032,788

REVENUES

FHWA PL (FY 2020-21)		\$	575,000
Toll Credits	65,953		-
FTA 5303 (FY 2020-21)			-
Toll Credits			-
General Fund - TDA			457,788
Local Funds			-
Total Revenues	65,953	\$	1,032,788

Federal Share

55.67%

Toll credits do not generate new money. Instead, they 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 | <ul style="list-style-type: none"> ▪ Facilitate regional coordination of planning and programming issues with federal, state, regional and local agencies and transportation stakeholders. |
| Description | <ul style="list-style-type: none"> ▪ Consult with the Bay Area Partnership Board and its subcommittees as needed on prospective regional policy issues. ▪ Following Committees: <ul style="list-style-type: none"> ▪ Partnership Technical Advisory Committee ▪ Programming and Delivery Working Group ▪ Transit Finance Working Group ▪ Local Streets and Roads Working Group |

C. Planning Factors Addressed

- | | |
|-----------------------------------|--|
| Planning Factors Addressed | <ul style="list-style-type: none"> • The economic vitality of the metropolitan area, especially by enabling global Support 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 the 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 state of good repair of the existing transportation system

D. Previous Accomplishments

Objectives ■ Same as above

Accomplishments Met with Partnership and subcommittees on:

- Plan Bay Area 2050;
- One Bay Area Grant Program;
- Goods Movement Investment Strategy
- New State Programs including those created by Senate Bill 1;
- 2020 Regional Transportation Improvement Program (RTIP);
- Performance metrics and targets;
- Transit Sustainability Project;
- Fund Programming and Project Delivery
- Fare Integration; and Seamless Mobility;

Work Products

- 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

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Conduct Partnership Board Meetings	<ul style="list-style-type: none"> • meetings as needed 	FHWA PL/TDA	07/01/20	06/30/21
2.	Conduct Partnership Technical Advisory Committee Meetings	<ul style="list-style-type: none"> • 3-4 meetings per year. Develop agenda and produce packet items. Coordinate and host meetings. 	FHWA PL/TDA	07/01/20	06/30/21

3.	Conduct Programming and Delivery Working Group Meetings	<ul style="list-style-type: none"> Quarterly meetings– Develop agenda and produce packet items. Coordinate and host meetings. 	FHWA PL/TDA	07/01/20	06/30/21
4.	Conduct Transit Finance Working Group Meetings	<ul style="list-style-type: none"> Monthly meetings. Develop agenda and produce packet items. Coordinate and host meetings. 	FHWA PL/TDA	07/01/20	06/30/21
5.	Conduct Local Streets and Roads Working Group Meetings	<ul style="list-style-type: none"> Monthly meetings. Develop agenda and produce packet items. Coordinate and host meetings. 	FHWA PL/TDA	07/01/20	06/30/21
6.	Conduct Joint Local Streets and Roads/ Programming and Delivery Working Group Meetings	<ul style="list-style-type: none"> Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings. 	FHWA PL/TDA	7/01/20	6/30/21

F. Anticipated Future Activities (FY 2021-22)

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|--------------------------------------|---|
| Anticipated Future Activities | <ul style="list-style-type: none"> ▪ One Bay Area Grant implementation and initiate update; ▪ 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; ▪ FAST Act Reauthorization; ▪ SAFE Rule implementation impacts; ▪ Other transportation funding/program development |
|--------------------------------------|---|

Work Element 1114: Support Policy Advisory Council**Project Manager: Marti Paschal****A. Budget (FY 2020-21)****EXPENSES**

Salaries and Benefits	\$	65,563
Indirect		37,148
Other Operating		-
Consultants		-
Total Expenses	\$	102,711

REVENUES

General Fund - TDA		\$	102,711
Total Revenues		\$	102,711

Federal Share**0.00%****B. Project Description**

Objectives	<ul style="list-style-type: none">MTC seeks to involve citizens of diverse backgrounds and interests in the development of transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy.
Description	<ul style="list-style-type: none">In order to ensure that a wide spectrum of views are 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. Planning Factors Addressed

Planning Factors Addressed	<ul style="list-style-type: none">Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;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 improvements and State and local planned growth and economic development patterns
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D. Previous Accomplishments

Accomplishments	<ul style="list-style-type: none"> • The Policy Advisory Council advised the Commission on multiple subjects including Horizon/Plan Bay Area 2050, Horizon: Youth Engagement plan, the draft 2019 Transportation Improvement Program (TIP) Investment Analysis, Cycle 5 Lifeline Transportation Program, the Participatory Budgeting Pilot, and the Regional Safety Program. • Worked with staff to provide updates to the Council on MTC's ongoing DBE and Title VI activities. • Worked with staff to ensure the Council's access to MTC's high school internship events. • Ongoing advice to MTC staff.
Work Products	<ul style="list-style-type: none"> • Policy Advisory Council Meetings • Equity and Access Subcommittee meetings • Regional Equity Working Group meetings, as needed • Council Reports/Motions to the Commission • Annual Meeting with the Commission and the Council

E. Work Plan (FY2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff monthly meetings of the Policy Advisory Council	<ul style="list-style-type: none"> • Meeting agendas and packets • Staff reports • Presentation materials 	TDA	07/01/20	06/30/21
2.	Staff the Equity and Access Subcommittee as needed	<ul style="list-style-type: none"> • Meeting agendas and packets • Staff reports • Presentation materials 	TDA	07/01/20	06/30/21
3.	Staff the Fare Integration/Coordination Subcommittee as needed	<ul style="list-style-type: none"> • Meeting agendas and packets • Staff reports • Presentation materials 	TDA	07/01/20	06/30/21
4.	Attend the Regional Equity Working Group, as needed	<ul style="list-style-type: none"> • Staff reports, as needed 	TDA	07/01/20	06/30/21
5.	Plan and implement the annual meeting with the Commission and the Council	<ul style="list-style-type: none"> • Meeting agenda • Presentation materials 	TDA	07/01/20	06/30/21
6.	Assist with Council reports/ motions to the Commission	<ul style="list-style-type: none"> • Prepare memos, as needed 	TDA	07/01/20	06/30/21
7.	Plan, implement and complete any recruitment, as needed, to fill vacancies that arise in the Council's four-year term	<ul style="list-style-type: none"> • Press release, interview candidates, meet with Commissioners, as needed 	TDA	07/01/20	06/30/21
8.	Continue orientation for Council advisors appointed in 2020, as needed	<ul style="list-style-type: none"> • Presentations, as needed 	TDA	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2021-22)

Anticipated Future Activities	<ul style="list-style-type: none">• Staff the Policy Advisory Council (and its subcommittees, as needed)• Complete orientation for all new 2020 Council advisors• Plan and implement the annual meeting with the Commission and the Council• Assist with Council reports/motions to the Commission
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Work Element 1120: Planning Emphasis Areas

RTP Process

The Regional Transportation Plan (RTP) sets forth a regional policy and investment framework to maintain, manage and strategically expand the Bay Area's State highways, streets and roads, and transit systems. Over the years, the scope of the RTP has broadened beyond addressing the region's mobility and surface transportation infrastructure needs to include innovative ways to integrate transportation and land use, which are now explicitly linked in the Sustainable Communities Strategy per Senate Bill 375, improve air quality, and address social equity and climate change. The RTP planning process has greatly expanded to include intensive interagency collaboration and public outreach and involvement. The Commission's latest RTP – *Plan Bay Area 2040* – offers new perspectives, policies and strategies for looking at transportation and its relationship to our built and natural environments. *Plan Bay Area 2040* is the second RTP/SCS under Senate Bill 375, which calls for better integration of transportation, housing and land use as a way to reduce greenhouse gas emissions. *Plan Bay Area 2040* includes an Action Plan to address multiple performance target areas; housing; economic development; and resilience.

Major Tasks

- | |
|--|
| <ul style="list-style-type: none">• Regional Transportation Plan/Sustainable Communities• Analyze Regional Data using GIS and Planning Models• Regional Goods Movement• Active Transportation Planning• Regional Trails• Resilience and Hazards Planning• Economic Development and Forecasting• Performance Measurement and Monitoring• Means Based Fare Program• Support Title VI and Environmental Justice• Sustainable Communities and Climate Resilience for People with Disabilities• Transportation Conformity and Air Quality Planning• Climate Initiatives• East Palo Alto and Dumbarton Bridge Resilience Study• State Route 37 Resilient Corridor Program for Marin and Sonoma Counties• Regional Growth Framework Planning and Implementation• Bay Area Regional Collaborative (BARC) Regional Climate |
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Mitigation and Adaptation Planning

- **Connecting Housing and Transportation**
- **Regional Advance Mitigation Program (RAMP)**

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

Project Manager: Dave Vautin

A: Budget

EXPENSES

Salaries and Benefits	\$	2,636,321
Indirect		1,493,740
Other Operating		9,400
Consultants		1,167,595
Total Expenses	\$	5,307,056

REVENUES

FHWA PL (FY 2020-21)		\$	1,372,760
Toll Credits	157,456		-
FTA 5303 (FY 2020-21)			504,233
Toll Credits	57,836		-
FHWA PL (FY 2019-20) Est. C/O			-
Toll Credits			-
FTA 5303 (FY 2019-20) Est. C/O			152,250
Toll Credits	17,463		-
SB1 (FY 2020-21) Formula Funds			1,164,460
SB1 (FY 2019-20) Formula Funds Est. C/O			273,635
SB1 (FY 2018-19) Formula Funds Est. C/O			244,779
General Fund - TDA			1,394,939
Local Funds			200,000
Total Revenues	232,754	\$	5,307,056

Federal Share

38.24%

Toll credits do not generate new money. Instead, they 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 a safe, efficient and well-maintained regional transportation system, that when integrated with regional land-use patterns, serves the mobility and

access needs of goods and people per federal metropolitan planning statute (Title 23 U.S.C Section 134), state planning statute (Government Code Section 65080 et. seq of Chapter 2.5), and Senate Bill 375.

- Prepare the long-range plan in consultation with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans, tribal governments, Bay Area transportation agencies, local jurisdictions, community organizations, stakeholders, and the public.
- Prepare the Regional Transportation Plan as well as the Sustainable Communities Strategy per Senate Bill 375, in cooperation with the Association of Bay Area Governments, BAAQMD, BCDC, California Air Resources Board (CARB) and California Department of Housing and Community Development (HCD).
- Prepare a programmatic Environmental Impact Report (EIR) for Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in compliance with the California Environmental Quality Act (CEQA), FAST, Senate Bill (SB) 375 and all other applicable state and federal environmental laws.

Description

Plan Bay Area 2040 (Regional Transportation Plan/Sustainable Communities Strategy)

- The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guides the Bay Area's growth over the next several decades, incorporating both federal and state transportation requirements and state land use requirements. The RTP/SCS is updated every four years and is adopted by both the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).
- Under California state law, the RTP/SCS must strive to reach the greenhouse gas (GHG) reduction targets established for each region by the CARB, while planning for sufficient housing for all income levels. The RTP/SCS must also be consistent with the Regional Housing Needs Determination and Allocation (RHND and RHNA).
- *Plan Bay Area 2040*, the region's current RTP/SCS adopted in 2017, superseded the previous RTP/SCS (*Plan Bay Area*). *Plan Bay Area 2040* relied upon a focused growth land use strategy and a "Fix It First" transportation investment strategy. Compared to the previous cycle, *Plan Bay Area 2040* reflected a higher level of forecasted population and jobs; it met the same statewide GHG targets established for the prior cycle.

Environmental Impact Report for Plan Bay Area 2040 (Regional Transportation Plan/Sustainable Communities Strategy)

- The programmatic EIR for *Plan Bay Area 2040* analyzed both the transportation and land use impacts of the RTP/SCS in compliance with CEQA, MAP-21 and, SB 375. This program EIR serves as a first tier EIR that addresses the broad, region wide environmental effects of implementing (a) the transportation projects, programs and policies, and (b) land use development

patterns included in the proposed RTP/SCS. This programmatic EIR proposed mitigation measures for all potentially significant impacts and was adopted in July 2017.

RTP/SCS Modifications & Amendments

- Following the adoption of *Plan Bay Area 2040* and its EIR in July 2017, the RTP/SCS was amended in March 2018 to reflect minor changes to the US-101 Express Lanes project scope and costs. Additional modifications or amendments to the adopted RTP/SCS will be made on an as-needed basis.

Horizon

- In preparation for the next RTP/SCS – *Plan Bay Area 2050* – MTC and ABAG developed a new “blue sky” planning initiative known as *Horizon*. Over the course of roughly 18 months, *Horizon* explored strategies and investments for transportation, land use, economic development, and environmental resilience to ensure they perform well under a suite of uncertainties – from technological changes to economic shifts. *Horizon* wrapped up in fall 2019, with the *Horizon* Final Futures Report slated to be released in winter 2020. More information on *Horizon* can be found in Section C below.

Plan Bay Area 2050 (RTP/SCS)

- *Plan Bay Area 2050* officially kicked off in fall 2019 and will be a major update to the prior iterations with an expanded focus on equity and resilience. Designed to meet and exceed the traditional requirements of an RTP/SCS – while integrating key findings from *Horizon* – *Plan Bay Area 2050* will be developed primarily in 2020 with the final Plan and EIR adoption slated for mid-2021. More information on *Plan Bay Area 2050* can be found in Section D below.

C. Planning Factors Addressed

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 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;

- Reduce or mitigate storm water impacts of surface transportation; Enhance travel and tourism.

D. Previous Accomplishments

Objectives

- Same as above.

Accomplishments

- MTC and ABAG adopted the 2017 RTP/SCS in July 2017, known as *Plan Bay Area 2040*.
- In 2018 and 2019, MTC and ABAG advanced the *Horizon* “blue sky” long-range planning process to identify high-performing strategies and investments that are resilient to a wide range of uncertainties. Over the course of fiscal year 2018-19, MTC and ABAG released four Perspective Papers, created three Futures, conducted the first phase of analysis on Futures, and held a series of stakeholder and public workshops on *Horizon*. Over the course of fiscal year 2019-20, MTC and ABAG released the final Perspective Paper, conducted the second phase of analysis on Futures, and completed a robust Project Performance Assessment of the region’s ~90 largest transportation projects.

Work Products

- MTC and ABAG adopted the 2017 RTP/SCS, as well as the program Environmental Impact Report (EIR) in July 2017. The adopted Plan included the following:
 - An updated transportation investment strategy reflecting new funding sources and new investments since the last RTP adoption
 - An updated forecasted land use pattern, including a new regional economic and demographic forecast
 - A suite of supplemental reports ranging from public outreach/engagement to travel and land use model documentation
 - A program EIR with specific mitigation measures and an analysis of a reasonable range of alternatives
- MTC and ABAG substantially completed the *Horizon* long-range planning process in 2018 and 2019, including:
 - Identification of a suite of Guiding Principles (vision/goals) for *Horizon* based on over 10,000 comments from the public.
 - Three divergent futures (“what if...?” scenarios) were collaboratively identified for the Bay Area to stress-test strategies and investments. A first round of model-based analysis was completed in spring 2019, spurring strategy conversations with the public and stakeholders. A second round of model-

based analysis was completed in fall 2019, integrating new strategies to yield more resilient and equitable outcomes.

- Assessment of major transportation projects began with collection of project modeling details and finalization of the evaluation methodology. Performance findings were released fall 2019 in preparation for *Plan Bay Area 2050*.
- Five Perspective Papers were released, identifying priority strategies associated with (1) Autonomous Vehicles, (2) Shared Mobility, (3) Regional Growth Strategies, (4) The Future of Jobs, and (5) Crossings.
- Various in-person and digital outreach efforts were integrated into each strand of the *Horizon* planning process, including launch events for Perspective Papers, workshops on strategy development for the three futures, and technical stakeholder meetings on modeling and project performance.

The *Horizon* process, while distinct from the official RTP/SCS, will form the foundation of *Plan Bay Area 2050*. *Horizon* focused on the concept of an uncertain future, with political, economic, technological, and environmental forces beyond the control of the Bay Area and its nearly eight million residents. By exploring transportation, land use, economic development, and resilience strategies against a suite of distinct and divergent futures (“what if...?” scenarios), MTC/ABAG was better able to understand which projects and policies will perform regardless of what happens next. Topics such as autonomous vehicles, natural disasters, climate change, automation of jobs, and economic boom-bust cycles were central to this planning process.

Following the completion of the *Horizon* initiative this fall, *Plan Bay Area 2050* officially kicked off, integrating key findings from *Horizon* along with statutorily-required Plan preparatory work. This includes forecasts of housing and jobs (i.e., control totals) and revenue forecasts for the fiscally-constrained RTP/SCS. As of December 2019, work is currently underway on the Draft Blueprint, comprised of strategies for all four elements of *Plan Bay Area 2050* (Transportation, Housing, Economy, and Environment).

SB1**Funded Accomplishments****FY 2017-18 - fund source number 2210**

- Identify suite of policy analysis topical areas - complete
- Draft and Final policy analysis reports - 7 reports complete,
- Prepare framework for futures visioning/selection- complete
- Futures analysis (rounds 1 and 2) - complete
- Engage working groups and committees - complete
- Personas development and “pop up” outreach- complete

FY 2018-19 - fund source number 2211

- Transportation Demand Management Perspective Paper- complete
- Regional Growth Strategies Perspective Paper- complete
- Future of Jobs Perspective Paper- complete

FY 2019-20 - fund source number: 2215

- Economy Element of Blueprint
- Environment Element of Blueprint
- Equity Strategies

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff will prepare administrative modifications and amendments to the RTP, as needed. The number of RTP amendments are to be determined.	<ul style="list-style-type: none">• Administrative Amendment(s)	FHWA PL/FTA 5303	As needed	As needed
2.	Staff will continue to develop, manage, and monitor progress on the overall work plan and schedule for implementing the RTP/SCS.	<ul style="list-style-type: none">• Administrative Amendment(s)	FHWA PL/FTA5303	07/01/20	06/30/21
3.	Staff will attend and present policies and programs approved in the RTP/SCS at meetings of transportation agencies, local jurisdictions, and others, as requested.	<ul style="list-style-type: none">• Presentation materials	FHWA PL/FTA 5303	07/01/20	06/30/21

4.	Staff will engage in outreach with stakeholders through advisory working groups, elected officials through the MTC Planning Committee/ABAG Administrative Committee, and the public through outreach events on <i>Plan Bay Area 2050</i> .	<ul style="list-style-type: none"> Staff reports & presentation materials. Meeting agendas and notes 	FHWA PL/FTA 5303	07/1/2020	06/30/21
5.	Staff will complete analysis of the Final Blueprint for Plan Bay Area 2050 in advance of approval and advancement into the environmental process.	<ul style="list-style-type: none"> Staff reports Presentation materials Public Materials Meeting agendas and notes 	FHWA PL/FTA 5303	07/01/20	12/31/20
6.	Staff will develop a Draft Plan Document for <i>Plan Bay Area 2050</i> , as well as associated technical reports.	<ul style="list-style-type: none"> Draft Plan Document Presentation materials Technical reports Meeting agendas and notes 	FHWA PL/FTA 5303	07/01/20	04/30/21
7.	Staff will finalize the air quality conformity and equity analyses of <i>Plan Bay Area 2050</i> in compliance with Title VI.	<ul style="list-style-type: none"> Staff reports Presentation materials Technical reports Meeting agendas and notes 	FHWA PL/FTA 5303	07/01/20	06/30/21
8.	Staff will develop a Draft Environmental Impact Report for Plan Bay Area 2050.	<ul style="list-style-type: none"> Draft EIR Presentation materials 	FHWA PL/FTA 5303	07/01/20	04/30/21

F. Anticipated Future Activities (FY 2021-22)

- | | |
|--|--|
| Anticipated
Future Activities | <ul style="list-style-type: none">▪ Adoption of <i>Plan Bay Area 2050</i> is anticipated in summer 2021.▪ Work in FY 2021-22 will include: implementation activities associated with the adopted <i>Plan Bay Area 2050</i> based on the priorities identified in the Implementation Plan. |
|--|--|

Fiscal Year 2019-20 (SB1 Planning Formula Funds)

Project Description

In fiscal year 2019-20, SB1 Planning Formula Funds provided funding to develop the Economic Development and Resilience elements of the draft and final Plan Bay Area 2050 Blueprint. These two new elements to the regional plan will help make the RTP/SCS more comprehensive and more relevant in an ever-changing regional planning environment. The Economic Development element will incorporate the distribution of future regional employment as well as strategies to address long-term equitable growth in the region. The Resilience element will incorporate strategies to address natural disasters – such as earthquakes – as well as impact from climate change – such as sea level rise. Alongside the traditional Transportation and Land Use elements, these new components of Plan Bay Area 2050 will advance into the Plan Document and EIR phase of work in summer 2020.

In addition, SB1 Planning Formula Funds will provide funding to support analysis of Plan Bay Area 2050 equity strategies. This will include support on data and geospatial analysis and support for the Regional Equity Working Group (REWG).

Responsible Parties

The integrated MTC/ABAG staff will lead this work, working in coordination with assistance from consultants as appropriate.

Overall Project Objectives

- Establish a regional vision for Economic Development and Resilience in the context of the RTP/SCS (Plan Bay Area 2050).
- Identify strategies to support this vision and integrate into the final Plan.
- Perform analysis for Plan Bay Area 2050 equity strategies
- Support the Regional Equity Working Group (REWG)

Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Develop the Economic Development and Resilience elements of the draft and final Plan Bay Area 2050 Blueprint to make progress towards key goals and targets.	<ul style="list-style-type: none">• Staff reportsPresentation materialsTechnical reportsMeeting agendas and notes	SB1	09/01/19	06/30/20
2.	Analyze Plan Bay Area 2050 equity strategies	<ul style="list-style-type: none">• Staff reportsPresentation materialsTechnical reportsMeeting agendas and notes	SB1	07/01/19	06/30/20

Fiscal Year 2020-21 (SB1 Planning Formula Funds)

Project Description

In fiscal year 2020-21, SB1 Planning Formula Funds will provide funding to enhance the digital tool – an online platform for seeking feedback on policy decisions related to Plan Bay Area 2050 – and to develop the Plan Bay Area 2050 Implementation Plan.

For the first deliverable, staff and consultants will work to update the digital tool (currently entitled “The Mayor of Bayville”) to collect feedback on strategies and/or implementation actions associated with Plan Bay Area 2050. The digital tool was quite successful in FY20, generating more than 10,000 comments on strategies for the Plan Bay Area 2050 Draft Blueprint strategies; with updates to reflect the later phases of the long-range planning process and a second round of digital promotion, the digital tool can be used again to gather critical public feedback in FY21.

For the second deliverable, Plan Bay Area 2050 will expand upon the successful Action Plan from Plan Bay Area 2040 to create a wide-ranging Implementation Plan for transportation, housing, the economy, and the environment. The Implementation Plan will focus on the next four years of implementing actions that MTC/ABAG can lead or partner on to advance the bold 30-year strategies from the Final Plan Bay Area 2050.

Responsible Parties

The integrated MTC/ABAG staff will lead this work, working in coordination with assistance from consultants as appropriate.

Overall Project Objectives

- Gather critical feedback from the public on strategies and/or implementing actions of Plan Bay Area 2050 prior to its adoption in mid-2021
- Identify high-priority implementation actions for FY22 and beyond by crafting an Implementation Plan focused on shorter-term actions to support bold long-range strategies

Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Enhance the digital tool (currently entitled “The Mayor of Bayville”) to collect feedback on Plan Bay Area 2050 strategies and implementation actions, including robust digital promotion to Bay Area residents.	<ul style="list-style-type: none">• Updated Digital tool website Social Media promotions	SB1	07/01/20	06/30/21
2.	Staff will develop an Implementation Plan focused on shorter-term actions to implement <i>Plan Bay Area 2050</i> .	<ul style="list-style-type: none">• Implementation Plan Meeting agendas and notes	SB1	07/01/20	06/30/21

*** Please note that federal funds are being used to support the development of a fiscally constrained long range plan consistent with federal metropolitan planning statute**

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

Project Manager: Kearey Smith/Lisa Zorn

A. Budget

EXPENSES

Salaries and Benefits		\$ 3,372,843
Indirect		1,911,053
Other Operating		-
Consultants		2,807,850
Total Expenses		\$ 8,091,746

REVENUES

FHWA PL (FY 2020-21)		\$ 1,532,760
Toll Credits	175,808	-
FTA 5303 (FY 2020-21)		1,361,008
Toll Credits	156,108	-
FHWA PL (FY 2019-20) Est. C/O		1,834,831
Toll Credits	210,455	-
FTA 5303 (FY 2019-20) Est. C/O		737,420
Toll Credits	84,582	-
STP		1,783,221
General Fund - TDA		542,506
Local Funds		300,000
Total Revenues	626,952	\$ 8,091,746

Federal Share

67.55%

Toll credits do not generate new money. Instead, they 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, 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.

Description

- 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 meet 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. 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 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;
- Reduce or mitigate storm water impacts of surface transportation;
- Enhance travel and tourism.

D. Previous Accomplishments

Objectives

Accomplishments

- Same as above
- Successfully applied a state-of-the-practice activity-based travel model and state-of-the-art land use model to planning applications.
- We used our state-of-the-practice activity-based model in support of all aspects of our 2017 Regional Transportation Plan and Sustainable Communities Strategy, as well as our 2018-2019 Horizon initiative.
- We used our state-of-the-art land use model in support of all aspects of our 2017 Regional Transportation Plan and Sustainable Communities Strategy, as well as our 2018-2019 Horizon initiative.
- Successfully collected consistent on-board survey data from more than fifteen regional transit operators;
- Performed pilot of travel survey data on users and non-users of ride-hailing services in the San Francisco Bay Area; survey will inform behavioral trade-offs for incorporation into travel modeling
- Creating, in cooperation with peer MPOs, an efficient, maintainable open source activity-based travel model platform (ActivitySim - <https://activitysim.github.io/>);
- Creating, in cooperation with peer MPOs, dynamic transit assignment software (Fast-Trips - <http://fast-trips.mtc.ca.gov/>);
- Developed a set of options for moving forward with an improved freight model development program;
- Worked with the Operations team to design a regional Dynamic Traffic Assignment model for implementation
- Entered into a memorandum of understanding with peer MPOs to cooperatively collect household travel survey information;
- Maintain an on-line searchable GIS data can be found in our data portal (<http://opendata.mtc.ca.gov/>);
- Supported MTC's Vital Signs effort with an on-line data portal (<https://data.bayareametro.gov/>).
- Creating or are developing the following web-based tools: regional transportation plan project database, parking data inventory tool, residential housing permits, a traffic count database, Bay Area Spatial Information System, resiliency and emergency preparedness tools, and an asset management tool.
- Successfully integrated a spatial economic model with the travel model to predict land development patterns (including the impact of transportation on land development outcomes).
- Collaborative research on future mobility trends and estimation of potential impacts;
- Plan Bay Area 2040 Technical Documentation and Maps

Work Products

- Plan Bay Area 2050 Project Performance Draft Findings (Nov 2019)
- Model Development Documentation
- On-board Transit Survey Documentation
- ActivitySim software and documentation
- Fast-Trips software and documentation
- Open Data Portal
- Future Mobility Research Program

SB1 Funded Accomplishments

FY 2017-18 – fund source number 2210

- Compiled Jurisdiction Residential Permit Data - complete
- Compiled Jurisdiction Housing Policies - complete
- Developed Website for Housing Permit - complete
- Developed Data Visualization and Reporting Tools for Permit and Housing - complete
- Compiled Bike and Pedestrian Count Data - complete
- Developed Bike-Pedestrian Count Website - complete

FY 2018-19 – fund source number 2211

- Maintain and Enhance Analytical Tools and Databases – ongoing. Travel Model 1.5 tool has been updated and calibrated; preliminary calibration/validation report released to partners. Used for Futures round 1 modeling.
- Improve freight modeling and traffic assignment procedures – Postponed. Freight model design options were presented and shared with stakeholders but given the large scope and resources needed for the project, it was put on hold.
- Improve land use model, aimed at better supporting transportation and land use coordination efforts – ongoing. UrbanSim 1.5 was used for Futures round 1 modeling.
- Continue collecting and analyzing transit on-board survey data collected via a joint effort with transit operators and use the information in travel model development activities and equity analysis – Wheels (LAVTA), WETA Ferries, ACE, Napa VINE Transit and Tri Delta Transit surveyed. Onboard data processing underwent a round of standardization.
- Continue the collection, refinement, documentation and use of local land use and zoning data in support of regional housing and transportation projects.

FY 2019-20 – fund source 2215

- Maintain and Enhance Analytical Tools and Databases – Anticipated Completion Date of June 30, 2020. Travel Model 1.5 and Bay Area UrbanSim were used for Horizon modeling and will be updated for the RTP/SCS.
- Continue collecting and analyzing transit on-board survey data collected via a joint effort with transit operators and use the information in travel model development activities and equity analysis – SamTrans, County Connection are being surveyed; the BART survey process is beginning.
- Continue the collection, refinement, documentation and use of local land use and zoning data in support of regional housing and transportation projects.

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff will continue to make necessary refinements to the travel model for the next Regional Transportation Plan, including incorporating disruptive modes such as ride-hailing and autonomous vehicles.	<ul style="list-style-type: none">• Technical memos, reports, presentations and code updates on github	FHWA PL/FTA 5303	07/01/20	06/30/21
2.	Staff 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.	<ul style="list-style-type: none">• Technical memos, reports, presentations and code updates on github	FHWA PL/FTA 5303	07/01/20	06/30/21
3.	Staff will support agency planning activities with technical analysis, visual data summaries, and web based tools to facilitate collaboration, information collection and dissemination.	<ul style="list-style-type: none">• Maps, technical memos, reports, interactive mapping applications and presentations	FHWA PL/FTA 5303	07/01/20	06/30/21
4.	Staff will manage and maintain GIS base map databases used by Bay Area Transportation Agencies.	<ul style="list-style-type: none">• Data, online tools	FHWA PL/FTA 5303	07/01/20	06/30/21
5.	Staff will manage, maintain, and efficiently share all geo-spatial data associated with the Transportation Improvement Plan and the RTP/SCS.	<ul style="list-style-type: none">• Maps, technical memos, reports, interactive mapping applications and presentations	FHWA PL/FTA 5303	07/01/20	06/30/21

6.	Staff will collaboratively work with SCAG, SANDAG, and SACOG staff to research on new mobility trends.	<ul style="list-style-type: none"> Technical memos, reports, and presentations 	FHWA PL/FTA 5303	07/01/20	06/30/21
7.	Staff will continue to conduct onboard transit passenger surveys to inform travel modeling, planning and research.	<ul style="list-style-type: none"> Survey summary reports, compiled database 	FHWA PL/FTA 5303	07/01/20	06/30/21
8.	Staff will begin work on the decennial regional household travel survey (Bay Area Travel Survey 2020) to inform travel modeling, planning and research.	<ul style="list-style-type: none"> Technical memo 	FHWA PL/FTA 5303	07/01/20	06/30/21
9.	Staff will continue work on the development of a regional land use and zoning database in support of housing and transportation planning coordination efforts	<ul style="list-style-type: none"> Maps, technical memos, reports, interactive mapping applications and presentations 	FHWA PL/FTA 5303	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2021-22)

Anticipated Future Activities

- Modeling in support of Plan Bay Area 2050, which is anticipated to be adopted in summer 2021.
- Work in FY 2021-22 will include major model upgrades so that Travel Model Two will become useful for planning applications.

Work Element 1124: Regional Goods Movement

Project Manager: Matt Maloney/Adam Noelling

A: Budget

No budget allocated for this fiscal year.

B. Project Description

Objectives	<ul style="list-style-type: none"> Implement the Regional Goods Movement Investment Strategy in concert with CMAs, Ports (both Maritime and Aviation), Bay Area Air Quality Management District (BAAQMD), and local jurisdictions to prioritize funding commitments for critical freight infrastructure and emissions reductions strategies. Continue to participate in statewide goods movement planning efforts and funding initiatives. Convene Regional Airport and Seaport Planning groups, as needed.
Description	<p>Implement the Regional Goods Movement Investment Strategy</p> <ul style="list-style-type: none"> 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 the investment strategy. A specific focus will be the allocation of Regional Measure 3 funds. MTC will endorse projects from this strategy for state and federal discretionary funding sources. MTC will work with CMAs, the Bay Area Air Quality Management District, and Ports on delivering community protection projects. Incorporate Regional Goods Movement Investment Strategy into Plan Bay Area 2050. <p>Continue to monitor/support statewide goods movement planning efforts and funding initiatives.</p> <ul style="list-style-type: none"> 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). 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. Coordinate with local partners on prioritization of project proposals for new SB1 funding programs, especially the new Trade Corridors program. Participate in Caltrans Comprehensive Multimodal Corridor Planning <p>Release and Disseminate the Goods Movement Efficiency and Competitiveness in Northern California Mega-region Study</p> <ul style="list-style-type: none"> MTC led the Study in coordination with San Joaquin Council of Government, Sacramento Area Council of Governments, Association of Monterey Bay Governments (AMBAG), and Caltrans

	<ul style="list-style-type: none"> The study was completed in June 2019, but MTC staff and partners will work to communicate the study's findings. <p>Regional Airport and Seaport Planning</p> <ul style="list-style-type: none"> Convene Regional Airport Planning Committee (RAPC) or Seaport Planning activities, as needed Consider potential impacts related to passenger and freight volumes at three major airports.
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C. Planning Factors Addressed

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 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;

D. Previous Accomplishments

Objectives	<ul style="list-style-type: none"> Same as above
Accomplishments	<ul style="list-style-type: none"> Improving Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study (June 2019) Goods Movement Investment Strategy (January 2018) Regional Goods Movement Plan adoption (February 2016) Freight Emission Reduction Plan (Fall 2017) Regional Airport System Planning Analysis Update 2011 (September 2011) San Francisco Bay Area Seaport Plan (Amended through December 2011)
Work Products	<ul style="list-style-type: none"> Same as above

SB 1 Funded Previous Accomplishments

FY 2017-18 – Fund source number 2210

- Develop revenue estimates- complete
- Develop project/program lists- complete
- Give public presentations on strategy and seek to encompass megaregional geography- complete.

FY 2018-19 – Fund source number 2211

- Present goods movement investment strategy- complete

E. Anticipated Future Activities (FY 2021-22)

Anticipated Future Activities	▪ Incorporation of freight investment strategy into next RTP/SCS
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Work Element 1125: Active Transportation Planning

Project Manager: Kara Oberg/Lee Huo

A.Budget

EXPENSES

Salaries and Benefits		\$ 361,420
Indirect		204,781
Other Operating		-
Consultants		325,000
Total Expenses		\$ 891,201

REVENUES

FHWA PL (FY 2020-21)		\$ 192,940
Toll Credits	22,130	-
FTA 5303 (FY 2020-21)		196,082
Toll Credits	22,491	-
FHWA PL (FY 2019-20) Est. C/O		75,000
Toll Credits	8,603	-
FTA 5303 (FY 2019-20) Est. C/O		196,082
Toll Credits	22,491	-
General Fund - TDA		231,097
Total Revenues	75,714	\$ 891,201

Federal Share

74.07%

Toll credits do not generate new money. Instead, they 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	<ul style="list-style-type: none">▪ Implement MTC's Routine Accommodations Policy (Complete Streets) to assist and encourage local jurisdictions to consider the needs of bicyclists and pedestrians in planning and project development.▪ Help to achieve Plan Bay Area goals related to CO₂ reduction, active transportation, safety, mobility.▪ Implement and oversee a regionally connected bike share transportation system in the Bay Area.▪ Provide active transportation policy for programming regional discretionary funding for the One Bay Area Grant Program (OBAG).▪ Provide technical and policy direction for the state Active Transportation Program (ATP).▪ Collect and analyze performance measure data for levels of active transportation (bicycle and pedestrian counts).
Description	<ul style="list-style-type: none">▪ MTC's Routine Accommodations Policy (MTC Resolution No. 3765) calls for local agencies to plan for all roadway users' needs in planning and project development. The Complete Streets Checklist is required to be completed by agencies receiving regional discretionary funding for project that affect the travel way.▪ MPOs develop a Sustainable Communities Strategy to house the region's population and reach per capita greenhouse gas emissions reduction (GHG) targets per Senate Bill 375. Bicycling and walking are components to achieving these targets.

C. Planning Factors Addressed

Planning Factors Addressed	<ul style="list-style-type: none">• 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 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;• Reduce or mitigate storm water impacts of surface transportation;• Enhance travel and tourism.
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D. Previous Accomplishments

In the past year, accomplishments include:

- The review of all the Complete Streets Checklists for the ATP Program.
- Scoring of a handful of 2018 State and Regional ATP Applications
- Participation in MTC's Vision Zero Working Group.
- Draft of Vision Zero policy outline for MTCs implementation consideration.
- Continued growth of the regional, five-city, three-county Ford GoBike bike share system. Launch of electric bikes in all five cities. The system has over 10,000 members, over 2 million trips and the highest low-income bike share membership in the country.
- Execution of Bike Share Capital Program funding agreements and technical assistance. The Bike Share Capital Program's goal is to increase bicycle access and use through bike sharing and to facilitate multimodal transportation in connection with transit and other regional bike share operators. The funding was awarded to two cities in two different counties and two counties that are working on one regional system.
- Hired and trained a part-time Bike Share Planner to assist with Ford GoBike and the Bike Share Capital Program.
- Hosted Active Transportation Working Group Meetings. Began a new meeting format in 2018, which helped to grow meeting attendance by over 50%. See open meeting folder here: <https://mtcdrive.box.com/s/9jnefkidt367uw659vavqm5ultospuxd>

SB1 funded accomplishments

- **FY 18-19 SB1 – fund source number 2211**
- Hired consultant and began implementation of the Regional Bike and Ped Count Program. Formed internal and external stakeholder groups to inform development of Count Program. Conducted extensive survey of a wide-variety of stakeholders for current count practices and future needs. Initiated development of count database. Develop draft regional bike/ped count protocols.
- **FY 17-18 - fund source # 2210**
- Explored partnership opportunities with SCAG and Caltrans. Began working on the open-sourced website to house existing manual and automatic count data.

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff the Active Transportation Working Group (ATWG) – Ongoing, with end date reflecting that	<ul style="list-style-type: none">• Staff reports• Presentation materials• Meeting agendas and notes	FHWA PL/FTA5303	07/01/20	Ongoing
2.	Manage a Regional Active Transportation Plan	<ul style="list-style-type: none">• Active Transportation Plan• TAC meeting agendas and notes	FHWA PL/FTA5303	07/01/20	06/30/21
3.	As part of the regional Active Transportation Planning process, evaluate the effectiveness of the Complete Streets Policy and specifically the Complete Streets Checklist	<ul style="list-style-type: none">• Policy recommendations included in the Active Transportation Plan	FHWA PL/FTA5303	07/01/20	06/30/21
4.	One Bay Area Grant Monitoring and Policy Development	<ul style="list-style-type: none">• Coordination with CMAs to revise Complete Streets checklist and advise on local policies.• Staff reports• Presentation materials• External recommendations to state agencies on project proposals.	FHWA PL/FTA5303	07/01/20	06/30/21
5.	Regional Bicycle & Pedestrian Counts Program	<ul style="list-style-type: none">• Continue to manage, implement and monitor bike/ped counts program.	FHWA PL/FTA5303	07/01/20	06/30/21
6.	Active Transportation Program (ATP)	<ul style="list-style-type: none">• Contribute to staff recommendations to improve ATP	FHWA PL/FTA5303	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2021-22)

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|--------------------------------------|---|
| Anticipated Future Activities | <ul style="list-style-type: none">▪ Begin implementation of Active Transportation Plan, which may include:▪ Complete Streets Policies, Funding and Technical Assistance▪ Bicycle and Pedestrian and Shared Electric Mobility Data Policies and Procedures |
|--------------------------------------|---|

Work Element 1127: Regional Trails

Project Manager: Laura Thompson/M. Gaffney

A: Budget

EXPENSES

Salaries and Benefits	\$	941,988
Indirect		533,731
Other Operating		12,000
Consultants		1,937,967
Total Expenses	\$	3,425,686

REVENUES

FHWA PL (FY 2020-21)		\$	293,980
Toll Credits	33,720		
Coastal Conservancy			2,000,000
2% Transit Transfer			450,000
5% Transit Transfer			281,706
Exchange Fund			267,259
General Fund - TDA			132,741
Total Revenues	33,720	\$	3,425,686

Federal Share

8.58%

Toll credits do not generate new money. Instead, they 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	<ul style="list-style-type: none">• Complete the remaining gaps in the San Francisco Bay Trail and implement the San Francisco Bay Area Water Trail.• Seek and provide funding to implementing agencies to significantly advance the development of the Bay Trail and Water Trail.• Expand awareness of the Bay Trail and Water Trail through creative public outreach tools.• Provide local agency technical assistance to support trail development and operation.
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	<ul style="list-style-type: none"> • Incorporate regional trails into the policy and modeling framework of Plan Bay Area 2050.
Description	This work element comprises grant contract management, technical assistance, analysis, partnership building, public outreach and non-profit administration pertaining to regional trail planning and implementation.

C. Planning Factors Addressed

Planning Factors Addressed	<ul style="list-style-type: none"> • Encourage mode shift and reduction of greenhouse gas emissions; • Improve the connectivity and functionality of the regional trail recreation and transportation system; • Increase public awareness of regional trail networks; • Improve the health, safety and quality of life of the Bay Area public; • Enhance the integration and connectivity of the trail system, across and between modes; • Emphasize the preservation of the existing trail infrastructure; • Protect and enhance the environment, encourage active transportation, improve quality of life, and promote completion and use of the regional trail networks supported by local jurisdictions.
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D. Previous Accomplishments

Objectives	<ul style="list-style-type: none"> ▪ Same as above
Accomplishments	<ul style="list-style-type: none"> • Reached over 360 complete Bay Trail miles, over 70% of the entire network (December 2019) • Designated the 47th Water Trail site (December 2019)
Work Products	<ul style="list-style-type: none"> ▪ Same as above

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Bay Trail / State Coastal Conservancy Block Grants	<ul style="list-style-type: none"> Contract management Work plans/budgets Plan Review Final Approval 	Coastal Conservancy/2% & 5% Transit Transfer	07/01/20	06/30/21
2.	Water Trail / State Coastal Conservancy Block Grant	<ul style="list-style-type: none"> Contract management Work plans/budgets Plan Review Final Approval 	Coastal Conservancy	07/01/20	06/30/21
3.	Bay Trail Gap Closures / Water Trail Implementation	<ul style="list-style-type: none"> Technical Assistance Analysis Local Development Review Regional Plan/EIR Consistency 	2% & 5% Transit Transfer/FHWA PL Coastal Conservancy	07/01/20	06/30/21
4.	Strengthen Partnerships	<ul style="list-style-type: none"> Legislator Briefings Corporate / Stakeholder Relationships Annual Report 	2% & 5%/ Transit Transfer/ Coastal Conservancy	07/01/20	06/30/21
5.	Promote Awareness	<ul style="list-style-type: none"> Public Education Products New Mobility Guidance Public Presentations 	2% & 5% Transit Transfer/Exchange Funds/Coastal Conservancy	07/01/20	06/30/21
6.	Secure Funding for Implementation	<ul style="list-style-type: none"> Track Multiple Funding Sources Technical Assistance Strategic Funding Plan 	2% & 5%/Transit Transfer/FHWA PL	07/01/20	06/30/21
7.	Administer Bay Trail Non-Profit Organization	<ul style="list-style-type: none"> Regular Board / Steering Committee Meetings Grant Award Approvals Updated Bay Trail Strategic Plan 	Exchange Funds/TDA	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2021-22)

- Explore options for creating a Bay Trail Foundation (2021)
- Secure National Water Trail Designation (2021)
- Complete a Regional Trail Plan for the Bay Area (2021)

Work Element 1128: Resilience and Hazards Planning

Project Manager: Michael Germeraad/Rachael Hartofelis

A: Budget

EXPENSES

Salaries and Benefits	\$	172,323
Indirect		97,639
Other Operating		-
Consultants		30,000
Total Expenses	\$	299,962

REVENUES

REAP (HCD)		\$	30,000
General Fund - TDA			269,962
Total Revenues		\$	299,962

Federal Share

0.00%

B. Project Description

Objectives

- Work to develop a regional land use pattern and transportation system which reduces the risk of natural hazards.
- Provide a platform for local governments to jointly plan, share best practices and develop a shared understanding of regional needs for an effective recovery.
- Disseminate scientific information about natural hazards in an understandable and usable way that facilitates good policy and planning decisions.
- Provide tools for local governments to develop and implement mitigation and recovery plans.
- Help to incorporate resilience planning into the framework of Plan Bay Area (Regional Transportation Plan/Sustainable Communities Strategy).

Description

This work element comprises technical assistance, analysis, and policy development pertaining to earthquake and hazard preparedness/mitigation and climate change adaptation, as well as ongoing efforts to include these efforts in Plan Bay Area 2050.

C. Planning Factors Addressed

**Planning Factors
Addressed**

- Reduce or mitigate storm water impacts of surface transportation;
- Improve the resiliency and reliability of the transportation system;
- Increase the safety 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;
- Emphasize the preservation of the existing transportation system;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

D. Previous Accomplishments

Objectives

- Same as above

Accomplishments

- Produced Regional Resilience Indicators report for FEMA, which inventoried and summarized resilience planning and financing within the region. (Fall 2018)
- Drafted MTC's first Resilience Needs and Revenue Assessment. The assessment includes both sea level rise and seismic risk, and it creates a framework for the inclusion of additional hazards in future long-range plans.
- Integrated earthquake and sea level rise impacts into the Futures Report as a part of the Horizon initiative. The inclusion of these impacts directly inform the resilience strategies in Plan Bay Area 2050's Blueprint. (Summer 2018 through Fall 2019)
- Updated the Hazard Web Application to a modern, user-friendly platform. Hazard data was also updated, allowing jurisdictions to a way to understand their environmental risks. (Fall 2019/Winter 2020).
- Collaborated with partners at SFEI, SCC, BCDC, and others to update of EcoAtlas, a regional tool that inventories sea level rise strategies and adaptations. The tool will be expanded to help regional stakeholders understand what sea level rise planning efforts are already underway, and to spur regional collaboration. (Winter 2020)

SB1 Funded Accomplishments

FY 17-18 – fund source number 2210

- Participate in plan framework development- complete
- Participate in policy analysis reports- complete
- Provide data and expertise in adapting modeling tools- complete
- Participate in the development of project implementation and funding tools- complete
- Vulnerability analysis of land use patterns- complete

- Participate in public engagement and outreach around resilience- complete

Work Products

- Same as above

E. Work Plan (FY 20-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Safe Smart Home	<ul style="list-style-type: none"> • Scope new program to assist with multi-benefit home retrofit Seek FEMA funding to advance program to implementation 	REAP/TDA	07/01/20	06/30/21
2.	Plan Bay Area 2050 Blueprint	<ul style="list-style-type: none"> • Provide data and expertise in finalizing modeling Participate in ongoing stakeholder engagement and outreach around resilience 	REAP/TDA	07/01/20	09/30/20
3.	Plan Bay Area 2050 Implementation Plan	<ul style="list-style-type: none"> • Identify resilience implementation actions in collaboration with public & stakeholders 	REAP/TDA	07/01/20	03/31/21

F. Anticipated Future Activities (FY 2021-22)

Advance identified resilience actions from Plan Bay Area 2050 Implementation Plan, including Safe Smart Home initiative.

Work Element 1129: Economic Development and Forecasting (formerly Regional Research and Economic Analysis)

Project Manager: Johnny Jaramillo

A. Budget

EXPENSES

Salaries and Benefits		\$ 60,205
Indirect		34,113
Other Operating		50,000
Consultants		-
Total Expenses		\$ 144,318

REVENUES

FTA 5303 (FY 2019-20) Est. C/O		\$ 124,118
Toll Credits	14,236	-
General Fund - TDA		20,200
Total Revenues	14,236	\$ 144,318

Federal Share

86.00%

Toll credits do not generate new money. Instead, they 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

Description

The Economic Development and Forecasting work program provides the framework and underlying research for understanding the forces shaping the region's population and economy in order to support a transportation investment strategy and forecasted development pattern in the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). Engagement with organizations outside the agency is a crucial part of the work. This engagement includes aligning with other regional agencies, local, state and Federal agencies, consultants and other private organizations, community based nonprofits, and interested individuals.

Objectives

- Maintain an underlying understanding of the region's economic and population structural and behavioral characteristics that may lead to growth or change.

Conduct research on cutting-edge trends and how they affect the region's economic health and growth prospects.

- Develop and maintain tools for forecasting population, employment, output and income for the 9-county region in support of Plan Bay Area, the Regional Transportation Plan/Sustainable Communities Strategy.
- Produce a regional forecast of population, employment, output, households, housing demand and income distribution every four years
- Provide technical assistance to local communities and agencies, County Management Agencies, other regional agencies, the state and federal government, and local stakeholders to ensure a common understanding of regional economic conditions is available to all.
- Provide data and analysis related to jobs, population and housing to other Integrated Planning Department groups and other parts of MTC.

C. Planning Factors Addressed

Planning Factors Addressed The two primary factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

In addition, the work of this element contributes to the following factors:

- 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;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system;
- Enhance travel and tourism.

D. Previous Accomplishments

Objectives ▪ Same as above.

Accomplishments

- Comprehensive Economic Development Strategy (CEDS) development
- Engagement with counties, cities, economic and workforce development organizations and other interested parties on CEDS Economic Action Plan to develop a shared vision, four overarching goals, objectives and strategies (2016, 2017, 2018; process currently paused)
- Development of Regional Growth Forecast for Plan Bay Area 2050.
- Engagement with local communities on PPA program design, workshop with communities and experts.
- Contributed to design and initial engagement efforts of BASIS database on zoning and pipeline projects.

Work Products

- Economic profile, SWOT analysis and Goals, Objectives, Strategies and vision statement for the *Comprehensive Economic Development Strategy* process (2017, final 2018)
- Bay Area *Economic Action Plan* (2018)
- Working paper --Bay Area City Perspectives on Priority Production Areas (2018)
- Presentations and meetings on economic and workforce development
- Presentations on regional trends and policy and/or forecasting methodology
- Research on vacancy rates, senior housing preferences, poverty statistics, geographic analysis of regional trends
- Draft Regional Growth Forecast for Plan Bay Area 2050 (2019 and 2020)
- REMI Analysis of the Haywired Scenario (2017 through 2019)
- Economic Overview of the Haywired Scenario (2019)
- Memo on Local Government Revenues in the HayWired Scenario (2019)
- REMI model application to Horizon Futures process (2018, 2019)
- The Future of Jobs Perspective Paper (2019)

E. Work Plan (FY 2020-2021)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Regional Growth Forecast for Plan Bay Area 2050: Develop supplemental and technical reports as needed to describe the Regional Growth Forecast	<ul style="list-style-type: none"> • Supplemental report for Plan Bay Area 2050 	FTA 5303/TDA	07/01/20	06/30/21
2.	Plan Bay Area 2050 Implementation Plan: Identify economic development action items for Implementation Plan focused on next four years of MTC/ABAG role	<ul style="list-style-type: none"> • Meetings with stakeholders & policymakers Component of Implementation Plan document 	FTA 5303/TDA	09/01/20	04/30/21
3.	Priority Production Areas: Work with cities and counties to implement PPA pilot program as part of Plan Bay Area 2050 development	<ul style="list-style-type: none"> • Meetings with stakeholders & policymakers Internal Memos 	FTA 5303/TDA	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2021-2022)**Anticipated Future Activities**

- Operation of Priority Production Area program and evaluation of program effectiveness over time

- Ongoing research on the Bay Area economy and demographic change
- Ongoing recalibration and reconciliation of projection models
- Model approaches, ordinances and best practices for priority production areas

Work Element 1212: Performance Measurement and Monitoring

Project Manager: Raleigh McCoy

A. Budget

EXPENSES

Salaries and Benefits	\$	28,435
Indirect		16,112
Other Operating		-
Consultants		225,000
Total Expenses	\$	269,547

REVENUES

FHWA PL (FY 2020-21)		\$	22,301
Toll Credits	2,558		-
FTA 5303 (FY 2020-21)			22,246
Toll Credits	2,552		-
General Fund - TDA			225,000
Total Revenues	5,110	\$	269,547

Federal Share

100.00%

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
- Conduct long-range performance planning for Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), including for scenarios/futures, policies, and projects
- Conduct performance assessments to support programming decisions, including the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)
- Deploy national performance measures per the requirements of FAST
- Track regional performance towards identified RTP/SCS targets through performance monitoring data portals and reports
- Prepare the regional Congestion Management Process (CMP)

Description

- Performance measurement and monitoring is a central component of both MAP-21 and FAST. While MTC has been involved in performance-based planning and programming for more than a decade, new federal requirements

initiated under MAP-21 and continuing under the FAST Act continue to enhance and evolve the agency's performance work plan.

- 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 social equity. This work product will be transferred to the Data and Visualization work element in FY20-21.

C. Planning Factors Addressed

- | | |
|-----------------------------------|---|
| Planning Factors Addressed | <ul style="list-style-type: none"> • 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 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. |
|-----------------------------------|---|

This work element addresses all three of the FY 2020 California Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.

D. Previous Accomplishments

- | | |
|------------------------|---|
| Objectives | <ul style="list-style-type: none"> ▪ Same as above |
| Accomplishments | <ul style="list-style-type: none"> ▪ MTC has incorporated rigorous performance measures and monitoring in every long-range plan since 2001 ▪ MTC has produced performance reports for efforts such as Vital Signs, State of the System and the Congestion Management Process since the mid-1990s ▪ MTC has now set short-range performance targets or supported the state's performance targets for all FAST Act performance measures, with the exception of those related to transit safety (which go into effect in FY20-21) |
| Work Products | <ul style="list-style-type: none"> • Performance Monitoring Reports (State of the System through 2009; Vital Signs from 2014 to June 2020 – to be transferred to the Data and Visualization work element in FY20-21) • Project-Level Performance Assessment (Project-Level Assessment for Plan Bay Area 2050 completed in 2019; Performance Assessment for Plan Bay Area 2050 Blueprint will be released in 2020) |

- Scenario Assessment through Futures Planning Effort (Report will be released in 2020)
- RTP/SCS Performance Assessment Report (most recently for Plan Bay Area 2040 in 2017; Report for Plan Bay Area 2050 will be released 2021)
- Incremental Progress Assessment (Incremental Progress Assessment for Plan Bay Area 2040 will be released in 2020)
- TIP Performance Assessment Report (first report produced in 2018)
- STIP Performance Assessment (since 2002; most recently in 2019)
- Bay Area Congestion Management Process (since 1995; most recently in 2018)

Previous SB1 Funded 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

- None (no funds remaining)

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Analyze performance of Draft Blueprint and Final Blueprint	<ul style="list-style-type: none"> • Memorandum with Draft Preferred Plan performance results 	FHWA PL/FTA 5303	07/01/20	12/31/20

		Memorandum with Final Preferred Plan performance results			
2.	Analyze performance of EIR alternatives for Plan Bay Area 2050 (RTP/SCS)	<ul style="list-style-type: none"> Memorandum with EIR alternatives performance results 	None	07/01/20	06/30/21
3.	Produce final Plan Bay Area 2050 Performance Report	<ul style="list-style-type: none"> Supplemental report published alongside Plan Bay Area 2050 	FHWA PL/FTA 5303	09/01/20	06/30/21
4.	Analyze performance of TIP in compliance with federal reporting requirements	<ul style="list-style-type: none"> TIP Performance Report 	FHWA PL/FTA 5303	07/01/20	12/31/20
5.	Update CMAQ Performance Plan to demonstrate initial progress towards 2021 targets	<ul style="list-style-type: none"> 2020 CMAQ Performance Plan 	FHWA PL/FTA 5303	07/01/20	12/31/20
6.	Identify 2021 federally-required safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming	<ul style="list-style-type: none"> Working group or committee memo on target-setting Target-setting documentation submittal to Caltrans 	FHWA PL/FTA 5303	07/01/20	02/28/21
7.	Identify 2021 federally-required regional transit asset management targets in coordination with transit operators	<ul style="list-style-type: none"> Working group or committee memo on target-setting Target-setting documentation submittal to Caltrans 	FHWA PL/FTA 5303	11/01/20	06/30/21
8.	Identify 2021 federally-required regional transit safety targets in coordination with transit operators	<ul style="list-style-type: none"> Working group or committee memo on target-setting Target-setting documentation submittal to Caltrans 	FHWA PL/FTA 5303	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2021-2022)

- Ongoing target-setting to comply with MAP-21/FAST Act performance requirements, including road safety, transit safety, and transit state of good repair in FY 2021-22.
- Ongoing updates to Bay Area Congestion Management Process documentation.
- Development of 2022 STIP Performance Report in compliance with state reporting requirements.

Work Element 1311: Means Based Fare Program

Project Manager: Drennen Shelton

A. Budget

EXPENSES

Salaries and Benefits	\$ 113,642
Indirect	64,390
Other Operating	-
Consultants	11,105,238
Total Expenses	\$ 11,283,270

REVENUES

STA	\$ 6,384,500
LCTOP	4,720,738
General Fund - TDA	178,032
Total Revenues	\$ 11,283,270

Federal Share

0.00%

B. Project Description

Objectives

- Improve mobility in the region's Communities of Concern (COCs) by making transit more affordable for low-income residents
- Move towards a more consistent regional standard for fare discount policies
- Be financially viable and administratively feasible, without adversely affecting the transit system's service levels and performance

Description

The Third Cycle Lifeline Transportation Program identified funding for MTC to conduct a Regional Means-Based Transit Fare Pricing Study. The purpose of the study was to develop scenarios for funding and implementing a regional means-based transit fare program or programs in the nine-county Bay Area and to determine the feasibility of implementing the scenarios.

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 for qualified low income participants on select transit operators in the Bay Area. The pilot program will launch in spring 2020 and

span 18 months. It has been named Clipper START. Initial components of the Pilot program are:

- Four participating transit operators: Bay Area Rapid Transit (BART), Caltrain, Golden Gate Bridge, Highway and Transportation District (GGBHTD), and the San Francisco Municipal Transportation Agency (SFMTA)
- A 20% discount per single ride trip, SFMTA and GGBHTD to offer 50% discount
- Implemented on Clipper
- Offered to adults earning less than 200% of the Federal Poverty Level

A program evaluation will be conducted on the Pilot and inform the continuation of the program.

C. Planning Factors Addressed

Planning Factors Addressed	<ul style="list-style-type: none"> • Increase accessibility and mobility of people and for freight.
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D. Previous Accomplishments

Objectives	<ul style="list-style-type: none"> ▪ Same as above
Accomplishments	<ul style="list-style-type: none"> ▪ Regional Means-Based Transit Fare Pricing Study (2018) ▪ Pilot Program Approved by MTC Commission (2018)
Work Products	<ul style="list-style-type: none"> ▪ Regional Means-Based Transit Fare Pricing Study Report

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Clipper Card Implementation	<ul style="list-style-type: none"> • Availability on Clipper 	STA/LCTOP	Ongoing	Ongoing
2.	Develop and update a web based interface portal for submitting applications.	<ul style="list-style-type: none"> • Sign up webpage for Pilot Program 	STA/LCTOP	Ongoing	Ongoing
3.	Review and update Program Policies including eligibility criteria, process, and partnerships with social service agencies.	<ul style="list-style-type: none"> • Program Policies and Procedures 	STA/LCTOP	07/01/20	06/30/21
4.	Pilot Program Monitoring	<ul style="list-style-type: none"> • Quarterly reports of participation and other program data reports 	STA/LCTOP	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2020-21)

- | | |
|--------------------------------------|--|
| Anticipated Future Activities | <ul style="list-style-type: none">▪ Implementation of the Pilot Program▪ Throughout Pilot period, program will be monitored for continual improvements and is subject to revision based on financial sustainability, efficiency, and effectiveness.▪ Program Evaluation Report▪ Decisions on future continuation of the program after the 18 month Pilot period |
|--------------------------------------|--|

Work Element 1312: Support Title VI and Environmental Justice**Project Manager: Ryan DeCoud/Mike Brinton****A: Budget****EXPENSES**

Salaries and Benefits	\$	40,138
Indirect		22,743
Other Operating		-
Consultants		-
Total Expenses	\$	62,881

REVENUES

General Fund - TDA		\$	62,881
Total Revenues		\$	62,881

Federal Share**0.00%****B. Project Description****Objectives** **Support Title VI and Environmental Justice**

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.

C. Planning Factors Addressed

MTC is committed to:

- Increase the accessibility and mobility of people and for freight

D. Previous Accomplishments**Objectives** Same as above

Accomplishments Beneficiary Notifications: MTC informs members of the public of their rights under Title VI in a number of 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 LEP individuals of available services, including the availability of language assistance services. MTC recently updated its Title VI beneficiary notification in response to comments received from Caltrans.

In September 2010, the Commission adopted MTC's Plan for Special Language Services to LEP Populations (LAP-2010) through Resolution No. 3974 which specified that the Plan shall be revised periodically by MTC. The Language Assistance Plan (LAP)-2010 was updated, revised and approved by the Commission in May 2013.

MTC updated its analysis and outreach necessary to review and update the 2013 LAP, finalized the Revised LAP-2019 ("*2019 LAP*") in September 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_Draft.pdf

MTC will continue to perform periodic checks of translated materials to ensure they are interpreted correctly, and will monitor the effectiveness of the *2019 LAP*.

Public Participation Plan (PPP): MTC's current PPP was adopted in June 2018. 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 2018 PPP can be viewed at: <http://www.mtc.ca.gov/about-mtc/public-participation/public-participation-plan>

Plan Bay Area 2050 Equity Work:

Building on the two prior iterations of Plan Bay Area, this major update to the regional vision for transportation, housing, the economy, and the environment kicked off in September 2019. Informed by the predecessor Horizon initiative, equity is one of two cross-cutting themes that will inform critical policy decisions in 2020 and beyond. The equity work related to the Plan includes analyzing the Blueprint against key equity metrics, weaving equity into all four topic areas and the associated strategies, and developing the Equity Report in compliance with Title VI/EJ requirements.

Other Social Equity Planning Tasks

- Completed Bay Area Regional Prosperity Plan (July 2015) funded by the Department of Housing and Urban Development to help

guide implementation of Plan Bay Area. Convene Steering Committee and Working Groups bi-monthly to develop findings and recommendations.

a. <http://planbayarea.org/resources/Bay-Area-Prosperity-Plan.html>

- 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. <http://www.vitalsigns.mtc.ca.gov/>
- Began developing guidelines for Cycle 4 of MTC's Lifeline Transportation Program based on issues, needs, and priorities. (discussed further in WE 1311)

Additional activities:

- Support the Regional Prosperity Plan to advance environmental justice considerations identified in the Plan Bay Area equity report forward toward Plan implementation.
- Assist county congestion management agencies with data and analysis to support the development of Countywide Transportation Plans.
- Provide 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 2020-21)

Task No.	Task Description	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 the regional transportation plan.	<ul style="list-style-type: none"> • Meeting agendas and notes • Presentation Materials • Staff reports 	TDA	07/01/20	06/30/21
2.	Continue to prepare all necessary Title VI/EJ/ reports and analyses	<ul style="list-style-type: none"> • Meeting agendas and notes • Presentation Materials • Staff reports 	TDA	07/01/20	06/30/21

3.	Develop Equity Report for Plan Bay Area 2050 in compliance with Title VI/EJ requirements	<ul style="list-style-type: none"> Staff reports to Commission Presentation Materials to Regional Advisory Working Group Meeting agendas and notes 	TDA	07/01/20	06/30/21
4.	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.	<ul style="list-style-type: none"> Staff reports Presentation Materials to Policy Advisory Council Technical reports Meeting agendas and notes 	TDA	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2021-22)

Anticipated Future Activities

- Prepare the Triennial Title VI Program, and 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.
- Continue to work with MTC Policy Advisory Council and other regional partners and stakeholders in advancing equity and environmental justice principles in the metropolitan planning process and related to the 2018 RTP/SCS. Research best practices around the nation for any other investment/equity analysis methods.
- 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 in the metropolitan planning process and related to the 2018 RTP/SCS.
- Include appropriate Title VI/nondiscrimination language in all appropriate contracts.

Work Element 1313: Sustainable Communities and Climate Resilience for People with Disabilities

Project Manager: Melanie Choy/Drennen Shelton

A: Budget

EXPENSES

Salaries and Benefits	\$	-
Indirect		-
Other Operating		-
Consultants		305,864
Total Expenses	\$	305,864

REVENUES

SB1 (FY 2018-19) State Highway Account Est. C/O		\$	270,781
General Fund - TDA			35,083
Total Revenues		\$	305,864

Federal Share

0.00%

(SB1 grant award amount is \$406,000 and was awarded on May 11, 2019 and expires on 02/28/21- Fund Source No. 2213)

B. Project Description

Objectives

Develop an approach and methodology to integrate access and mobility needs of people with disabilities into local and regional policy, planning and funding decision-making.

- Through data analysis and outreach to communities, develop an action plan for integrating findings from this project into MTC's next Regional Transportation Plan/Sustainable Communities Strategy, Community-Based Transportation Planning (CBTP) program, Lifeline Transportation Program (LTP), One Bay Area Grant (OBAG) program, Adapting to Rising Tides (ART) program, the Coordinated Public Transit-Human Services Plan (Coordinated Plan), and the FTA Section 5310 Program;
- Organize regional forums to disseminate information to partners and stakeholders, and gather feedback on the action plan.

Description

People with disabilities are disproportionately low-income, transit-dependent, and more vulnerable to climate change and natural disasters. Transit agencies, planners, and first responders lack data and insights into their travel and evacuation needs, preferred modes of transportation, and vulnerabilities. MTC is partnering with

World Institute on Disability (WID) to develop new strategies and implementation actions to meet the specialized needs of the disability community in planning and funding for a truly multi-modal transportation system for the Bay Area. To achieve this goal, MTC and WID will develop an action plan that includes recommendations for multiple regional plans, programs and data collection effort to include:

- Defining the types of disabilities that are relevant to transportation policies, programs, and projects, to ensure that the needs assessment and recommendations developed through this project are relevant to transit agencies, MPOs, and county congestion management agencies (CMAs);
- Compiling and analyzing available demographic and travel data on people with disabilities to better understand the target population, and also to inform the needs assessment (for e.g., how many people with disability live within the transit service area in the region);
- Conducting a detailed needs assessment to better understand travel needs, patterns, gaps, and vulnerabilities for people with disabilities (for e.g., identifying key trip destinations, first- and last-mile barriers to transit, and essential trips that are foregone due to unsurmountable barriers);
- Conducting extensive outreach to the disability community, including organizations, individuals, and experts, to gather findings from preliminary data analysis and needs assessment, and begin developing a policy and planning framework;
- Developing communications materials and a toolkit for policymakers and planners at transit agencies, MPOs, CMAs, and local jurisdictions, for education on barriers, and emerging recommendations for creating an inclusive and accessible transportation system;
- Compiling a resource book for people with disabilities, and conduct in-person educational seminars with disability organizations to build institutional capacity regarding sustainable communities and climate resiliency.

The period of performance for this project is 10/17/2018 – 2/28/2021.

C. Planning Factors Addressed

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
- Promote efficient system management and operation
- Improve the resiliency and reliability of the transportation system

D. Previous Accomplishments

Objectives

N/A – Work on this project began in 10/2018. Work has been completed for Tasks 1, 2, 3, and 4.

Accomplishments

Task 2 (Demographic and Travel Data Analysis) was completed.

Work Products Methodology memo; data base of disability organizations with contact information; county and regional profile for people with disabilities, regional profiles of transit and paratransit services; regional focus groups, stakeholder interviews, workshops, and a survey.

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Project Management and Coordination	<ul style="list-style-type: none"> Final project scope of work, timeline and budget; quarterly progress reports; summary memo 	SB1	07/01/20	02/28/21
2.	Community Engagement and Needs Assessment	<ul style="list-style-type: none"> Meetings materials and summary notes from advisory group meetings; stakeholder engagement plan; list of meetings in Sonoma and Contra Costa counties; interview and focus group questionnaires, meeting summaries; final survey instrument; summary memo; statistics on participants 	SB1	07/01/20	02/28/21
3.	Policy Recommendations / Implementation Actions	<ul style="list-style-type: none"> Summary of key findings; policy framework and implementing actions; Action Plan. 	SB1	11/30/20	02/28/21
4.	Education and Communication Materials	<ul style="list-style-type: none"> Educational materials and resource book; meeting materials and summary notes; list of meetings in Sonoma and Contra Costa counties; educational materials and resource book. 	SB1	08/31/20	02/28/21

F. Anticipated Future Activities (FY 2021-22)

The project will wrap up in March 2021.

Work Element 1412: Transportation Conformity & Air Quality Planning

Project Manager: Harold Brazil

A. Budget

EXPENSES

Salaries and Benefits	\$	206,644
Indirect		117,085
Other Operating		-
Consultants		-
Total Expenses	\$	323,729

REVENUES

General Fund - TDA		\$	323,729
Total Revenues		\$	323,729

Federal Share

0.00%

B. Project Description

Objectives

- Integrate regional air quality and transportation planning to meet national ambient air quality standards and achieve the resulting public health benefits.
- 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)).
- 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.
- As needed, conduct air quality planning and policy analysis in response to federal and state air quality regulations.

Description

- The transportation conformity process is intended to ensure that a federal nonattainment (or maintenance) area will keep transportation-related emissions within the bounds needed to bring the state into compliance with (or maintain) 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 (for certain

pollutants) 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.

- Transportation conformity is also intended to create a procedural framework and an organizational set-up so that the responsible public agencies for transportation and air quality policies will analyze transportation-related pollution. MTC is required to conduct computer simulations of transportation demand, forecast the resultant emissions of controlled pollutants, and then compare the projected pollution to the permissible levels in the state implementation plan. In addition, the conformity regulations require MTC to conduct interagency collaboration both to frame these analyses and seek solutions to any problems revealed.
- 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's Resolution No. 3946 outlines procedures to be undertaken by MTC, EPA, Caltrans, FHWA, FTA, and State and local air agencies regarding interagency consultation procedures for PM_{2.5} hot-spot analysis for the Bay Area. Interagency consultation on project-level PM_{2.5} conformity is also facilitated through MTC's Air Quality Conformity Task Force. Because the Bay Area is designated as a PM_{2.5} non-attainment area, Bay Area project sponsors are required to undergo project level conformity determinations for PM_{2.5} if their project meets certain criteria for projects of air quality concern.
- MTC also performs:
 1. Air quality and planning analysis on a wide range of State and local air quality regulations and policies.
 2. Coordination with the California Air Resources Board (CARB) on the development of its regional emissions analysis and prepares model assumptions and analysis for use by CARB.

C. Planning Factors Addressed

- | | |
|-----------------------------------|--|
| Planning Factors Addressed | <ul style="list-style-type: none"> • Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. |
|-----------------------------------|--|

D. Previous Accomplishments

- | | |
|------------------------|---|
| Objectives | <ul style="list-style-type: none"> ▪ Same as above |
| Accomplishments | <ul style="list-style-type: none"> ▪ MTC prepared the <i>Final Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program</i>, which was used to demonstrate conformity for the |

2015 ozone NAAQS and was approved by the Commission in June 2019. FHWA and FTA issued joint approval of this conformity determination in July 2019.

- MTC adopted MTC Resolution No. 4387, which finds the Amended Plan Bay Area 2040 and the Amended 2019 TIP are in conformance with the federal air quality plan for the national 8-hour ozone standard, national carbon monoxide standard and national PM_{2.5} standard and provides for the timely implementation of transportation control measures.
- Conducted interagency consultation regarding transportation conformity, PM_{2.5} project-level conformity, and other air quality issues through MTC's Transportation Air Quality Conformity Task (meeting monthly throughout 2019).
- Continued assistance 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 San Mateo and Santa Clara counties communities.
- EMFAC2017 emission factor development for Project Performance Assessment evaluation in the Horizon initiative.
- Regional emission inventory development with Futures long-range planning work.

Work Products

- MTC Resolution No. 4387 – *Final Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program*
- Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes
- Travel demand model data for local community climate action plan development for communities in San Mateo and Santa Clara counties
- Updated EMFAC2017 emission rates calculated for Project Performance Assessment analyses purposes
- Regional emission inventory estimates for Futures long-range planning work

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff will conduct interagency consultation regarding transportation conformity, PM _{2.5} project-level conformity, and other air quality issues through	<ul style="list-style-type: none"> • Staff reports Air Quality Conformity Task Force meeting 	TDA	07/01/20	06/30/21

	MTC's Transportation Air Quality Conformity Task. The Task Force meets on a monthly basis, due primarily to the PM _{2.5} project-level conformity interagency consultation needs.	agendas, meeting materials, and summary notes			
2.	Staff will revise MTC Resolution No. 3757, the Bay Area Transportation Air Quality Conformity Protocol to account for additional federal transportation-air quality requirements and (specifically) provide clarity on MTC and SACOG's roles and updated responsibilities on these requirements.	<ul style="list-style-type: none"> Revised MTC Resolution No. 3757 	TDA	07/01/20	10/31/20
3.	Staff will prepare transportation-air quality conformity analysis on RTP and TIP amendments, as needed.	<ul style="list-style-type: none"> Transportation conformity analysis 	TDA	07/01/20	06/30/21
4.	Catalog Regionally Significant (Non-Exempt) Projects	<ul style="list-style-type: none"> TIP and Plan project documentation for travel modeling and policy needs 	TDA	07/01/20	06/30/21
5.	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's SAFE rule requirements.	<ul style="list-style-type: none"> Consultation meetings Technical memos Data Exchange 	TDA	07/01/20	06/30/21
6.	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.	<ul style="list-style-type: none"> To be determined 	TDA	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2021-22)

Anticipated Future Activities

- Continue to manage and staff the regional Air Quality Conformity Task Force
- Prepare draft and final Transportation-Air Quality Conformity Analysis for the TIP and TIP updates as needed.
- Continue emission inventory development for the update to Plan Bay Area 2050 with EMFAC 2017 (or potential substitute emission factor tool per EPA's SAFE Rule requirements) for federal and state requirements.
- 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.
- Staff will work with EPA and BAAQMD staff in the designation and implementation processes for the updated/new federal ozone standard.

Work Element 1413: Climate Initiatives

Project Manager: Krute Singa/ Therese Trivedi

A. Budget

EXPENSES

Salaries and Benefits	\$	494,693
Indirect		280,294
Other Operating		-
Consultants		12,175,000
Total Expenses	\$	12,949,987

REVENUES

SB1 (FY 2020-21) Formula Funds		\$	785,867
CMAQ			12,000,000
Toll Credits	1,376,400		-
General Fund - TDA			164,120
Total Revenues	1,376,400	\$	12,949,987

Federal Share

92.66%

Toll credits do not generate new money. Instead, they 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

- Implement projects and programs that aim to reduce transportation emissions, including greenhouse gas (GHG) and criteria pollutant emissions to further the federal, state and Bay Area's climate protection goals and improve our region's air quality and public health

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 is 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 impact on public health and the environment.
- MTC set aside a commitment of \$526 million in Plan Bay Area 2040 to implement a comprehensive regional Climate Initiatives Program. This

initiative focuses on individual actions, public-private partnerships, and other programs to reduce SOV travel.

- In 2017, MTC adopted Plan Bay Area 2040 which included a number of VMT and transportation emission reducing strategies included in the previous plan, Plan Bay Area, along with two new strategies: Targeted Transportation Alternatives and Trip Caps

C. Planning Factors Addressed

Planning Factors Addressed	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
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D. Previous Accomplishments

Objectives	<ul style="list-style-type: none"> ▪ 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
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Accomplishments Commuter Benefits Ordinance

- Senate Bill 1128 authorizes MTC and the Bay Area Air Quality Management District to jointly administer the Bay Area Commuter Benefits Program. Staff administered the program to bring employers into compliance, and this year worked with the Air District on enforcement

Car Sharing

- Six grants were awarded to the following agencies to implement car sharing services. San Mateo, Hayward and Oakland have implemented their programs
- MTC staff awarded an RFP for carshare and mobility hubs contract

Rideshare Program

- Staff have been growing the new rideshare program

Staff also contracted with RideAmigos to provide a platform for Bay Area residents to find vanpools, low-cost carpools

Electric Vehicle Programs

- The electric vehicle suite of programs include the Clean Vehicles Feebate Program; Vehicle Buy-Back & Plug-in or Electric Vehicle Purchase Incentive and the Regional Electric Vehicle Charger Network
- Staff are coordinating with the Bay Area Air Quality Management District to implement the programs through their various funding and low-income programs

Targeted Transportation Alternatives

- Staff developed an RFI for a travel behavior change program

Trip Caps

- Staff developed educational materials and held forums for city staff to assist them in reducing transportation-related emissions, including identifying and mitigating transportation impacts of development (VMT), and impact fees that support VMT reducing projects

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff will continue to implement the Climate Initiative Program, specifically the following projects: <ul style="list-style-type: none"> - Commuter Benefits Ordinance - Carsharing - Rideshare program Electric vehicle infrastructure (with Air District) - Targeted Transportation Alternatives Trip Caps	<ul style="list-style-type: none"> • Various 	CMAQ	07/01/20	06/30/21
2.	Staff will implement the following activities (described in the SB 1 section below): <ul style="list-style-type: none"> - Off-model initiatives - Parking EV Coordinating Council	<ul style="list-style-type: none"> • Various 	SB1	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2021-22)

- Anticipated Future Activities** ▪ Continue to implement the OBAG 2 Climate Initiatives Program.

Fiscal Year 2020-21 (SB1 Planning Formula Funds)

Project Description

In fiscal year 2020-21, SB1 Planning Formula Funds will support MTC's Climate Initiatives Program. This involves planning, developing and implementing projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area's climate protection goals and improve our region's air quality and public health. These projects and programs directly relate to achieving state-mandated GHG emissions reduction targets associated with the region's Regional Transportation Plan/Sustainable Communities Strategy.

These funds will directly support Climate Initiatives Program staffing, consultant support for developing initiatives that reduce GHG emissions to be included in Plan Bay Area 2050 ("off-model" strategies), parking initiatives that support reduced auto reliance and encourage compact land use development and MTC's contribution to the Electric Vehicle (EV) Coordinating Council, a staff-level, peer-to-peer forum, which serves as a venue for members to discuss EV-related emerging trends.

Responsible Parties

MTC staff will lead this work, working in coordination with assistance from consultants as appropriate.

Overall Project Objectives

- Plan, develop and implement projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area's climate protection goals and improve our region's air quality and public health
- Contribute to achieving state-mandated reduction targets

Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Develop off-model climate initiatives that reduce GHG emissions for inclusion in Plan Bay Area 2050	<ul style="list-style-type: none">• Consultant reportsOff model calculatorsTechnical reports	SB1	07/01/20	06/30/21
2.	Develop parking policies and programs that will support local jurisdictions to reduce auto reliance and encourage compact land use development	<ul style="list-style-type: none">• Staff/consultant reportsPresentation materialsTechnical reportsModel or sample presentations/text or other tools for jurisdiction use	SB1	07/01/20	06/30/21
3.	EV Coordinating Council: quarterly events highlighting best practices that support accelerated EV adoption in the Bay Area	<ul style="list-style-type: none">• Develop meeting topics and invite panelistsMeeting agendas, presentations, materialsMeeting minutes	SB1	07/01/20	06/30/21

Work Element 1416: State Route 37 Resilient Corridor Program for Marin and Sonoma Counties

Project Manager: Stefanie Hom

EXPENSES

Salaries and Benefits	\$	-
Indirect		-
Other Operating		-
Consultants		600,000
Total Expenses	\$	600,000

REVENUES

SB1 (FY 2019-20) Adaptation Planning Est. C/O		\$	500,000
Local Funds			100,000
Total Revenues		\$	600,000

Federal Share

0.00%

(SB1 award grant amount is \$500,000 and was awarded on May 11, 2019 and expires on 02/28/21. Fund source No. is 2218)

Description

MTC studies have shown that much of the Bay Area's transportation infrastructure is vulnerable to sea level rise and flooding. According to current projections, climate change could case the Bay to rise 12 to 24 inches by midcentury and 36 to 66 inches by the end of the century. This means that today's floods will be the future's high tides and areas that currently flood every 10 – 20 years will flood much more frequently. A key north bay corridor, SR 37, is vulnerable to flooding and sea level rise. MTC plans to identify and develop adaptation strategies that would protect SR 37 from sea level rise and flooding and ensure the corridor is resilient to impacts from climate change.

Ongoing Tasks

- Conduct meetings and engage with environmental stakeholders, agencies, and the public.
- Collect and assess data, including available existing information and reports.
- Develop a base map for the project areas that includes topographic data.
- Develop conceptual design alternatives for the SR 37 corridor, focusing on Segment A in Marin and Sonoma Counties.
- Conduct an environmental evaluation and alternatives assessment to understand impacts of the conceptual design alternatives.
- Develop an implementation plan for the recommended conceptual design alternatives and propose a project delivery model.

Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Conduct project management	<ul style="list-style-type: none">• Consultant procurement• Project charter• Quarterly progress reports to Caltrans• Invoices to Caltrans• Case studies	LOCAL FUNDS	07/01/20	04/30/22
2.	Environmental Stakeholder Engagement	<ul style="list-style-type: none">• List of environmental stakeholders• Meeting agendas and notes	SB1/LOCAL FUNDS	05/01/20	04/30/22
3.	Public Engagement	<ul style="list-style-type: none">• Public Engagement Plan• Meeting agendas and notes	SB1/LOCAL FUNDS	05/01/20	04/30/22
4.	Conceptual Design Alternatives	<ul style="list-style-type: none">• Base map• Conceptual design alternatives	SB1/LOCAL FUNDS	05/01/20	08/01/21
5.	Environmental Evaluation and Alternatives Assessment	<ul style="list-style-type: none">• Environmental evaluation• Alternatives assessment	SB1/LOCAL FUNDS	08/01/21	02/01/22
6.	Implementation Plan	<ul style="list-style-type: none">• Implementation plan	LOCAL FUNDS	02/01/22	04/30/22

Work Element 1520: BART Metro 2030 and Beyond

Project Manager: Anup Tapase

A. Budget

EXPENSES

Salaries and Benefits	\$	-
Indirect		-
Other Operating		-
Consultants		529,559
Total Expenses	\$	529,559

REVENUES

FTA 5304 (FY 2019-20) Est. C/O		\$	466,559
Local Funds			63,000
Total Revenues		\$	529,559

Federal Share

88.10%

B. Project Description

Objectives

- Analyze emerging population and job trends, including those being developed for Plan Bay Area, to better understand evolving travel markets.
- Prepare updated BART service plan scenarios and identify capital improvements to better serve Bay Area travel demand in a cost-effective manner.
- Improve reliability, increase ridership, reduce regional VMT and greenhouse gases.
- Prioritize strategies based on their benefit to BART and the region.
- Develop recommendations and a phased implementation plan

Description

- California is confronting a housing crisis, and an imperative to create sustainable communities that link jobs and housing to reduce GHG emissions. To better connect communities with seamless mobility, the San Francisco Bay Area Rapid Transit District (BART) will develop a 2030 systemwide service plan and identify capital projects to improve operational efficiency and financial stability, maximize ridership, reduce GHG emissions, and provide an alternative to regional congestion.
- The project will produce future BART service plans, focusing on 2030, and an associated prioritized capital project list (such as new storage facilities and bypass tracks) that would fully leverage planned system investments

while improving operational efficiency and maximizing ridership. By better matching BART service and regional demand patterns, the project will help implement the regional Sustainable Communities Strategy, improve job access for all communities, and reduce greenhouse gases.

- The Operating Service Plan will plan for major changes including;
 - Implementation of the Communications-based Train Control System, and expanded fleet, which will allow 30 trains per hour in the Transbay tube, compared to 23 today.
 - Declining off peak ridership, partly caused by the growing popularity of Transportation Network Companies, which makes weekend and evening service less productive.
 - Future regional growth based upon predictions from MTC's Plan Bay Area 2050.
 - The need for ongoing track closures for maintenance;
 - Extension of BART to Berryessa in San Jose, and to downtown San Jose and Santa Clara by 2026.
- Potential Capital projects that will position the agency to respond to the above challenges. BART has already identified a list of potential capital improvements, including new maintenance and storage facilities, passing tracks and crossovers that would position the agency to respond to these challenges. Through BART Metro 2030 and Beyond, BART will further define and prioritize these improvements based on how they benefit the region and allow BART to deliver higher quality service at lower cost.

C. Planning Factors Addressed

Planning Factors Addressed

- Improve operational efficiency and maximize ridership;
- Implement the regional Sustainable Communities Strategy by matching BART service and regional demand patterns;
- Support the region's economic growth and development by supporting connections between job centers and communities;
- Promote financial stability of the District,
- Protect and enhance the environment by promoting transit use and reducing GHG emissions;
- Provide an alternative to regional congestion;
- Continue to provide service for economically disadvantaged communities in the Bay Area.

D. Previous Accomplishments

The 2013 BART Sustainable Communities Operations Analysis (SCOA), funded by Caltrans, completed a similar evaluation. Many of the prioritized projects have been implemented or have advanced to preliminary engineering. BART Metro 2030 will build upon that work, taking into consideration changes in ridership trends, incorporate updated information about upcoming BART projects, and look at potential operational needs extending beyond implementation of the Core Capacity Project.

Tasks completed by 6/30/2020:

- **Task 1: Kick-Off Meeting with Caltrans & Formation of Technical Advisory Committee**
- **Task 4: BART Operating and Capacity Existing Conditions:** Analysis and documentation of BART's current operation and capacity conditions, and respective policies, to establish a summary of how planned changes might impact operations or capacity.
- **Task 5: Travel Market Analysis:** To understand how future trends and changes in demand patterns will impact BART operations, the consultant will prepare a Travel Market Analysis Working Paper, which will identify a range of expected future ridership trends. We expect to use the BART ridership model to analyze potential future ridership, focusing on 2025, 2030, and 2035.

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Quarterly Invoicing, Progress Reports and Project Management	<ul style="list-style-type: none">• Quarterly Project Reports, Invoices, other compliance documentation as needed	FTA 5304	Ongoing	06/30/22

2.	Procurement and Administration for Consultant Work	<ul style="list-style-type: none"> Copy of consultant work plan, invoices from consultant 	FTA 5304	Ongoing	06/30/22
3.	<p>Operational Strategies Development</p> <p>Based on findings from Task 4, this task identifies and develops a range of potential operational concepts and associated capital projects to more effectively and efficiently serve the identified travel markets.</p> <p>Strategies will focus on improving BART's overall service considering changing demand patterns such as changes to BART and regional transit connectivity, declining off-peak ridership, changing operating constraints, and a desire for improved reliability.</p>	<ul style="list-style-type: none"> Operational Strategies Working Paper 	FTA 5304	Ongoing	11/01/20
4.	<p>Public Engagement – Potential Strategies</p> <p>BART will conduct outreach to gather feedback on potential strategies, as well as ideas for new strategies from the public.</p>	<ul style="list-style-type: none"> Memo summarizing the outreach process and findings 	FTA 5304	07/01/20	11/01/20
5.	<p>Evaluation Criteria</p> <p>This task will refine the project goals and define the evaluation criteria that will help the project team evaluate and compare the benefits of various operational strategies and associated capital projects.</p>	<ul style="list-style-type: none"> Evaluation Criteria Memorandum 	FTA 5304	Ongoing	08/01/20
6.	<p>Train Operator Staffing Forecast Model</p> <p>This task will define a new process for estimated future full time equivalent staff levels, using BART's new crew scheduling software, HASTUS. This model will be necessary to accurately</p>	<ul style="list-style-type: none"> Operator staffing Model Memorandum, Spreadsheet-based operating staff model 	FTA 5304	07/01/20	09/01/20

	estimate the cost of operational strategies in Task 10.				
7.	Scenario Development This task includes identification of concept-level infrastructure needs and operational plans. The consultant team will prepare service plans by discrete time periods for each scenario. This includes breaking the service plan into time-of-day buckets as well as key years where new operational plans would be phased in (e.g. 2025, 2030 and 2035). The strategies will be organized into six (6) scenarios for purposes of preparing an operational assessment.	<ul style="list-style-type: none"> Scenario Development working paper 	FTA 5304	10/01/20	01/01/21
8.	Simulation The study team will use simulation and forecasting tools to assess the benefits, potential conflicts, and overall impacts of the scenarios. The team will also analyze potential tradeoffs of the scenarios, such as the reduced time for maintenance that could result if evening and weekend hours of service and & frequencies are increased.	<ul style="list-style-type: none"> Operating Feasibility and Analysis of Scenarios memorandum 	FTA 5304	12/01/20	04/01/21
9.	Costs The Project Team will prepare order of magnitude cost estimates for capital projects and annual operating and maintenance (O&M) cost estimates for each of the scenarios	<ul style="list-style-type: none"> Consultant (capital costs), BART (operating costs) 	FTA 5304	12/01/20	04/01/21
10.	Scenario Analysis and Evaluation Using the identified criteria, the consultant will evaluate the performance of the scenarios and assess their benefits and costs using the outputs of the service planning simulation, ridership forecasting, line load analysis, and capital and O&M costs estimates.	<ul style="list-style-type: none"> Scenario Evaluation Working Paper 	FTA 5304	03/01/20	06/01/21

11.	Public Engagement - Scenario Evaluation (2nd of 2 Public Outreach Tasks) To engage the public's help in prioritizing study recommendations, the Project Team will create an interactive website where BART riders and the general public can help prioritize potential projects based on their benefits and given a funding constraint.	<ul style="list-style-type: none"> n/a (work product in FY2021-22) Memo summarizing the outreach process and findings 	FTA 5304	07/01/21	08/01/21
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E. Anticipated Future Activities (FY2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
12.	Implementation Approach The study team will summarize priority recommendations and provide a phased implementation plan for recommended operating service scenarios and capital projects, including potential funding sources and high-level schedules for capital project design and construction.	<ul style="list-style-type: none"> Implementation Approach Memorandum 	FTA 5304	Ongoing	06/30/22
13.	Final Report and Briefing Book The study results will be compiled into a final report that will summarize the study process, analysis, and recommendations including the phased implementation plan.	<ul style="list-style-type: none"> Final report that will summarize the study process, analysis, and recommendations including the phased implementation plan. 	FTA 5304	Ongoing	06/30/22

Work Element 1611: Regional Growth Framework Planning and Implementation

Project Manager: Mark Shorett

A. Budget

EXPENSES

Salaries and Benefits	\$	307,885
Indirect		174,448
Other Operating		-
Consultants		13,127,666
Total Expenses	\$	13,609,999

REVENUES

SB1 (FY 2020-21) Formula Funds		67,283
SB1 (FY 2019-20) Formula Funds Est. C/O		221,325
STBGP	\$	13,035,333
Toll Credits	1,495,153	-
STP		223,666
General Fund - TDA		62,392
Total Revenues	1,495,153	\$ 13,609,999

Federal Share

95.78%

Toll credits do not generate new money. Instead, they 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

- Reduce the combined cost of housing and transportation for the region's households.
- Increase travel choice.
- Promote compact development that preserves open space and natural resources through Priority Conservation Area designations
- Support Plan Bay Area/Plan Bay Area implementation by encouraging development of housing, jobs, and services near existing and planned transit and in areas with access to opportunity.

- Support community planning processes that identify new, appropriate land uses for transit nodes and stations, including supportive TOD affordable housing, VMT reduction, and parking policies and programs.

Description

The Regional Growth Framework Planning and Implementation Program focuses on four key elements – Priority Development Area (PDA) Planning, Priority Area Designations and Guidelines, Coordinate County Planning Funds, and an update of MTC’s TOD Policy - all of which support Plan Bay Area long-range transportation and land use goals. In particular, these elements support surface transportation planning programs per 23 U.S.C. § 133 (b)(10), as well as transportation control measures per 23 U.S.C. § 133 (b)(3) (as further defined in 42 U.S.C. § 7408(f)(1)(A)).

PDA Planning Grants – This program seeks to intensify land uses in and around transit stations and along transit corridors in PDAs throughout the region by providing grants to Bay Area jurisdictions to complete and implement PDA plans, engaging with local staff, advancing regional discussion around PDA implementation, and establishing guidelines and strategies to guide the planning and development of the region’s PDAs. The tasks associated with this program are eligible projects for STBG funds as “transportation control measures” defined in 23 U.S.C. § 133 (b)(3), particularly as programs “to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality” (42 U.S.C. § 7408(f)(1)(A)(xiv)).

Planning Grants – Grants are available to local jurisdictions to complete a comprehensive planning process, resulting in a locally-adopted plan that includes programs and ordinances to facilitate non-automobile travel by stimulating development around transit, reducing the need single-occupancy vehicles, consistent with 42 U.S.C. § 7408(f)(1)(A). These grants are a valuable tool to help jurisdictions realize Plan Bay Area trip reduction and land use goals.

Technical and Staffing Assistance Grants – This program focuses on awarding consultant assistance to jurisdictions for completing discrete short-term projects to address specific PDA implementation challenges, such as station access planning and transportation demand management programs. The Staffing Assistance Program helps to address local staffing needs to carry out longer-term implementation and planning projects, all of which occur within the context of implementing “transportation control measures” in a local specific plan per 23 U.S.C. § 133 (b)(3).

Planning Innovations – To increase region-wide awareness and

discussion of cutting-edge issues related to transit-oriented development, staff hosts expert-panel forums and webinars highlighting these issues. In addition, staff posts these events and implementation resources on a Planning Innovations website.

Regional Studies – To advance Bay Area-wide PDA implementation, staff also engage in studies addressing regionally significant issues related to transportation control measures and transit-oriented development more broadly. For example, previous studies include an analysis of the potential to use publicly owned land surrounding rail stations for transit-oriented development and other activities that increase utilization of mass transit.

Priority Area Designations and Guidelines– Staff maintain and periodically update eligibility criteria for areas prioritized for housing and job growth, or for open space conservation, in Plan Bay Area. These include PDAs, Priority Production Areas (PPAs) and other areas not yet designated PDAs that offer access to high frequency transit service and to jobs, high-quality education, and other opportunities. In addition, staff administer applications, and review and recommend for adoption eligible PDAs, PCAs, and PPAs. Staff also develop and periodically update planning guidelines for priority areas. All of these activities are designed to focus growth near transit and thus function as “transportation control measures” within the meaning of 23 U.S.C. § 133 (b)(3).

Coordinate County Planning Funds – Staff coordinate with County Transportation Agencies (CTAs) to align regional and county-level planning and funding to advance Plan Bay Area and local efforts to increase transit-oriented development, expand transportation options, and accelerate affordable housing production in transit-accessible locations as part of broader transportation control measures. This includes review and periodic updates to the PDA Investment and Growth Strategies required as part of the One Bay Area Grant (OBAG) program. .

TOD policy update – MTC adopted a Transit-Oriented Development Policy in 2005 to ensure that land uses surrounding the region’s transit expansion investments supported new transit service. The policy has been successful in achieving planned housing thresholds in and around these transit stations and corridors. The next generation policy may explore a broader range of funding sources, projects and eligibility criteria, and will assess how to more broadly apply MTC’s TOD Policy to incentivize housing.

C. Planning Factors Addressed

**Planning
Factors
Addressed**

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

D. Previous Accomplishments

Objectives

- Same as above

Accomplishments Completed Work Products:

- Awarded 77 PDA/Station Area planning, Technical Assistance and Staffing Assistance grants totaling \$33 million and resulting in zoning for over 100,000 housing units, 130,000 new jobs and 70 million square feet of commercial development in transit-served areas to support broader transportation control and emissions reduction measures.
- Convened 15 Planning Innovations events and disseminated resource materials
- Completed eight requests for projects for PDA Planning/Technical Assistance requests for projects
- Reviewed county congestion management agency PDA Investment and Growth Strategies
- Completed certification of Sonoma Marin Rail Transit Ph. 1 consistency with MTC TOD policy (fall 2010)
- Completed SR 82 Relinquishment Exploration Study (2015)
- Completed Infrastructure Financing White Paper (2016)
- Completed Public Lands Study (2018)
- Launched competitive grant program for natural landscapes, agricultural lands, regional recreation and urban greening projects in Priority Conservation Areas, and awarded grants (2019)
- Revised Regional Growth Framework, including updated criteria for PDAs and the introduction of criteria for PPAs (2019)
- Adopted more than 200 locally nominated Priority Development Areas (PDAs) and 165 Priority Conservation Areas (PCAs)

Work Products

- PDA Assessment (completed in concert with One Bay Area Grant Assessment)
- Completed Station Area/PDA plans and Technical/Staffing Assistance projects
- Completed studies/reports
- Planning Innovations forums, webinars and website
- Updated PDA, PPA, and PCA designations
- Growth Framework Planning Guide (*currently Station Area Planning Manual*)

SB1 Funded Accomplishments

FY 17-18 -- fund source number 2210

- Work with partner stakeholders to finalize business plan and resolutions for Commission approval for TOAH 2.0 and Preservation Pilot- complete.
- Finalized funding agreements for TOAH 2.0 -complete
- Begin to work with SF, Alameda, and Santa Clara counties to develop funding agreements for the Jumpstart program- complete.
- Assessed initial data related to housing incentive pool- complete.
- Assess PDA planning and implementation strategies and their intersection with Climate Initiatives strategies- complete.

FY 18-19 - fund source number 2211

- Finalized funding agreements for Preservation Pilot- complete
- Drafted Jumpstart funding agreements – complete
- Finalized data assessment for housing incentive pool program for commission approval – complete
- Approved three scopes of work for SB743 technical assistance projects (PDA Planning/Climate Initiatives intersection) – complete.

FY 19-20 - fund source number 2215

- Completed consultant selection process and initiated integrated PDA/OBAG Assessment
- Developed scope of work and RFP for TOD Update study
- Adopted PDA Guidelines update as part of broader Regional Growth Framework update.

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Administer and support existing PDA Planning Grant and Technical Assistance Programs (local jurisdictions, Completion TBD)	<ul style="list-style-type: none"> Adopted land use plans, modified zoning, completed reports to be adopted by Planning Commissions and/or City Councils to support infill development that focuses growth in transit-served areas or otherwise implements transportation control measure 	STBGP	07/01/20	06/30/21
2.	Conduct regional Planning studies, potentially including PDA Assessment, Regional Growth Framework Planning Guide, and advancing Regional Catalyst Sites (<i>locations with the potential to add 1,000+ homes</i>)	<ul style="list-style-type: none"> Draft regional studies supportive of PDA planning and implementation that support transportation control measures 	STBGP	07/01/20	06/30/21
3.	Convene Planning Innovations Forums and Webinars addressing key PDA planning and implementation issues	<ul style="list-style-type: none"> Planning Innovations Forums and Webinars 	STBGP	07/01/20	06/30/21
4.	Develop and issue call for applications for PDA Planning, Technical Assistance, and Planning Assistance grant projects	<ul style="list-style-type: none"> Call for PDA Planning, Technical Assistance, and Planning Assistance grant applications 	STBGP	11/1/20	03/31/21
5.	Evaluate PDA grant applications and provide staff recommendations for program of projects	<ul style="list-style-type: none"> Adopted PDA Planning, Technical Assistance, and Planning Assistance grant program of projects 	STBGP	03/01/21	05/01/21
6.	Develop updated planning guidelines for adopted PDAs and other Plan Bay Area Priority Areas	<ul style="list-style-type: none"> Updated Growth Framework planning guidelines 	STBGP	09/01/20	06/30/21
7.	Monitoring TOAH Fund and BAPP	<ul style="list-style-type: none"> Closed loans, additional projects funded 	STBGP	07/01/20	06/30/21

8.	Coordinate transportation and land-use planning with CTAs	<ul style="list-style-type: none"> Participation in monthly CTA meetings 	STBGP	07/01/20	06/30/21
9.	Transit Oriented Development Policy Update – update MTC’s policy that links transit funding/housing and supportive land uses. The next generation policy update will explore a broader array of funding sources, projects and land use considerations	<ul style="list-style-type: none"> Study with deliverables including memos, analysis, presentations and reports 	STBGP	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2021-22)

Anticipated Future Activities

- Continue administration of planning, technical and staffing assistance grants.
- Develop resources and support local jurisdictions in implementing the Growth Framework planning guide
- Continue and complete regional studies
- Review findings of PDA Assessment and coordinate with CTAs to update county-level PDA strategies if needed
- Planning Innovations
- Continue coordination of transportation and land-use planning with CTAs

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

Project Manager: Allison Brooks

A. Budget

EXPENSES

Salaries and Benefits	\$	462,577
Indirect		262,097
Other Operating		-
Consultants		142,000
Total Expenses	\$	866,674

REVENUES

STP		\$	289,869
BAAQMD			346,670
General Fund - TDA			56,800
Local Funds			173,335
Total Revenues		\$	866,674

Federal Share

0.00%

B. Project Description

Objectives

- Continue to work to establish a comprehensive, cross-sectoral regional approach to address sea level rise and seismic hazards related to climate change; we will build from the completed Regional Vulnerability Assessment and Framework developed through Caltrans Sustainable Communities Funded project completed in Summer 2019.
- Provide strategic leadership and capacity building to key institutions and collaborative efforts addressing climate change in the Bay Area; This work is going deeper based on previous year's work, supporting local jurisdictions, special districts and community-based partners in capacity-building through focused, place-based efforts.
- Help implement multi-benefit climate adaptation projects in key locations across the Bay Area, building local capacity and ownership for project implementation among local jurisdictions, special districts and community-based organizations; BARC is working with partners

in advancing Resilient by Design Bay Area Challenge projects in 9 locations across the Bay Area.

- Help advance a comprehensive regional adaptation plan, building on the efforts of member agencies, and key cross-sector partners. BARC will work closely with BCDC, MTC/ABAG, State Coastal Conservancy, and many others on this project.
- Reduce GHG emissions and harmful pollutants from existing buildings in the Bay Area by facilitating the scale-up of policies that increase energy efficiency and reduce natural gas usage.
- Identify strategies that achieve targets and goals laid out in member agency planning documents (e.g., Plan Bay Area, Clean Air Plan), and where collaboration between agencies is essential to successful implementation. Influence important investments in transportation and mobility, land use, and more to improve air quality and GHG reductions in AB617 communities. Help build institutional capacity to implement West Oakland Community Action Plan within agencies and the local community.

Description

The Bay Area Regional Collaborative (BARC) is a consortium of member agencies that come together to address crosscutting issues of regional significance, with the ultimate goal of improving the quality of life for all Bay Area residents. The member agencies include the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC). For 2020-21, the BARC will focus two primary program areas: 1) Resilient Bay Area; and 2) Carbon Free Bay Area. The details of those programs are described below. BARC's focus on racial equity through our Level Playing Field program informs the approach in all program work.

Program Area 1 - Resilient Bay Area

Through its Resilient Bay Area work, BARC is working closely with its member agencies, local and regional stakeholders, including community-based organizations, and a range of subject-matter experts to advance and coordinate regional efforts on climate resilience. The goal of this work is to support local jurisdictions and the Bay Area region as a whole on proactively preparing for the impacts of a changing climate, with a particular focus on our most socio-economically vulnerable frontline communities, critical infrastructure and ecological systems.

1. **Advanced Adaptation Planning** - BARC serves as project manager or co-project manager for three Caltrans SB1 grants received by MTC focused on areas already vulnerable to sea level rise and flooding. Two of the projects are building off of the conceptual designs that emerged out of the Resilient by Design Bay Area Challenge (RbD Challenge). MTC is providing matching funds for these grants. Additionally, BARC continues to help advanced other projects that emerged from the RbD Challenge.
2. **Horizon/Plan Bay Area: Integrating Sea Level Rise** - MTC initiated a new planning process, Horizon, that is intended to inform preparation of

Plan Bay Area 2050, currently under development and planned for adoption by MTC/ABAG in 2021. The goal of Horizon is to explore how the Bay Area region should respond to future uncertainties by examining a suite of potential “external forces” that may arise through 2050, as well as a range of policy responses and investment decisions that can respond to these forces in a manner consistent with Plan Bay Area 2040 objectives. This work will result in the inclusion of sea level rise strategies in Plan Bay Area 2050.

3. **Regional Adaptation Framework** – An effort involving key regional leaders and stakeholders to develop a long-term approach to managing climate adaptation at the regional scale and supporting local implementation of multi-benefit projects. The goal is to achieve further clarity on governance and financing for climate adaptation; implement a long-term vision and action plan to protect communities and the natural and built environment; support near-term investments in green and gray projects (and those in between) of regional significance; align existing resources and seek new funding to support sea level rise adaptation measures at the local and regional scale.

Program Area 2 – Carbon-Free Bay Area

Through its Carbon-Free Bay Area work, BARC develops and supports projects that reduce emissions of greenhouse gases and harmful air pollutants, with a focus on the most impacted socio-economically vulnerable communities.

1. **West Oakland AB617 Implementation: Focus on Mobile Sources** – BARC is working with its member agencies to support AB617 implementation activities developed with local leaders in West Oakland. BARC will help identify strategies that align the interests of its member agencies, with a focus on supporting an integrated approach by the Bay Area Air Quality Management District (BAAQMD) and MTC/ABAG to improve air quality and reduced GHG emissions by mobile sources.

C. Planning Factors Addressed

- Develop regional-level priorities for the protection of critical regional infrastructure and the communities they serve;
- Protect and enhance the environment; disadvantaged/vulnerable communities;
- Improve safety, reliability and sustainability of the regional transportation system;
- Develop successful models of ongoing public participation and education;
- Develop and support effective regional models of cooperation;
- Improve Ladders of Opportunity for underserved populations, particularly those communities most vulnerable to the impacts of a changing climate and other hazards.

D. Previous Accomplishments**Objectives**

- Same as above

Accomplishments Completed Work Products:

- ART Bay Area Regional Vulnerability Assessment and Regional Adaptation Framework.
- Resilient by Design Bay Area Challenge
- Robust resilience focus included in Plan Bay Area 2050

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
<i>Program 1: Resilient Bay Area</i>					
1.	Advanced Adaptation Planning	<ul style="list-style-type: none"> • State Route 37 Pubic Access Study Dumbarton Bridge West Approach + Adjacent Communities Resilience Study Colma Creek Collector Resilience Study Next Step Plans for other Resilient by Design projects Newsletter on RbD projects and progress 2-year reunion of RbD 	BAAQMD/TDA/ Local Funds	07/01/20	06/30/21
2.	Horizon/Plan Bay Area: Integrating Sea Level Rise	<ul style="list-style-type: none"> • Sea Level Rise integrated into Plan Bay Area 2050 	BAAQMD/TDA	07/01/20	06/30/21
3.	Regional Adaptation Framework	<ul style="list-style-type: none"> • Series of meetings with key stakeholder group to develop Framework Framework developed and adopted by partner organizations 	STP/BAAQMD/ TDA	07/01/20	06/30/21
<i>Program 2: Carbon-Free Bay Area</i>					
4.	West Oakland AB617 Implementation:	<ul style="list-style-type: none"> • Funding generated to advance specific projects 	BAAQMD/TDA	07/01/20	06/30/21

	Focus on Mobile Sources	through partnership with Port of Oakland, Alameda County Transportation Commission, City of Oakland, BAAQMD, MTC/ABAG			
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F. Anticipated Future Activities (FY 2021-2022)

Anticipated Future Activities

- Developing formalized partnerships with community-based partners in 2 locations through the Level Playing Field projects
- Continued implementation of climate adaptation projects in key locations across Bay Area.

Work Element 1615: Connecting Housing and Transportation

Project Manager: Daniel Saver

A. Budget

EXPENSES

Salaries and Benefits	\$ 2,134,279
Indirect	1,209,283
Other Operating	50,000
Consultants	1,000,000
Total Expenses	\$ 4,393,562

REVENUES

REAP (HCD)	\$ 2,609,770
General Fund - TDA	1,783,792
Total Revenues	\$ 4,393,562

Federal Share

0.00%

B. Project Description

Objectives	<ul style="list-style-type: none">• Identify both unique and shared challenges facing local jurisdictions to inform regional plans and programs• Provide overarching policy support for the agency in terms of the connections between transportation planning, funding and housing outcomes.• Communicate with county planning and transportation authorities about MTC/ABAG plans, programs, policies and grant opportunities• Advance implementation “3 Ps” housing strategies: protection, preservation and production, which support regional transportation investments <p>Support for MTC funding and planning programs - Given MTC direction to strengthen the connection between transportation funding and housing outcomes, staff will provide internal analytical support and data collection to advance and implement MTC funding programs that link transportation and housing, such as for the One Bay Area Grant Program and the Housing Incentive Pool.</p> <p>Technical Support to Local Jurisdictions related to State Legislation - Staff will assess state legislation and provide technical assistance to local jurisdictions related to implementation, planning and otherwise complying with new or existing state laws, including laws related to transportation and housing. Compliance with these laws supports transit usage</p>
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	<p>and regional transit investments, aligning the agency’s transportation and land use planning.</p> <p>Engagement with Local Planning Directors and County Transportation Authorities - Staff will attend monthly county planning directors’ meetings, as well as county transportation authority planning directors meeting as appropriate to communicate information and seek feedback on MTC/ABAG initiatives, policies and programs.</p> <p>Regional Housing Permit Collection and Policy Tool - MTC/ABAG’s integrated planning program staff will collect housing permit data in support of MTC policies and programs, including transportation funding programs. The objective of collecting this data is to inform MTC/ABAG policies and programs, including transportation funding. Staff will also maintain the Regional Housing Policy Toolkit, which provides practical information about housing best practices, key issues to consider, and links to sample ordinances and legislation.</p> <p>Bay Area Housing Finance Authority – With the passage of AB 1487 in 2019 (which was conceived through prior work on the CASA Compact), the State Legislature invested MTC/ABAG with a new authority to design, fund, and operate a Bay Area Housing Finance Authority (BAHFA). Staff will provide internal analytic support to the MTC and ABAG governing boards as they consider questions about funding mechanisms, expenditure plans, and institutional design. Staffing support for this effort will be funded via non-federal transportation funds.</p>
Description	<p>This work supports implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) with a focus on the connection between transportation investment decisions and housing outcomes. A primary focus is the implementation of the “3 Ps” framework through a combination of regional policy leadership and technical assistance for local jurisdictions.</p>

C. Planning Factors Addressed

Planning Factors Addressed	<ul style="list-style-type: none"> • Achieve state greenhouse gas emissions targets by supporting local development tied to transportation that reduces reliance on single occupancy vehicle (SOV) travel; • Implementation of efficient land use pattern that integrates transportation and housing analyses; • Increase in the availability and affordability of housing options, especially options in proximity to high quality transit.
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D. Previous Accomplishments

Objectives	Same as above
Accomplishments	<ul style="list-style-type: none"> • Regional Housing Policy Database - http://housing.abag.ca.gov/policysearch • Regional Housing Permit Data report and visualization - http://housing.abag.ca.gov/map • Consistent attendance at county planning director meetings and county transportation planning director meetings.

	<ul style="list-style-type: none"> CASA Compact - http://mtc.legistar.com/gateway.aspx?M=F&ID=45b9ec6e-fbb7-4e70-b612-fb5a9c0eb75f.pdf
Work Products	Same as Accomplishments.

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Program support for MTC transportation/housing coordination	<ul style="list-style-type: none"> As needed, provide analytical support for MTC funding programs, such as the Housing Incentive Pool, that require housing data collection and analysis. As needed, provide analytic support for MTC to identify additional transportation funding programs suitable to linkages with housing outcomes. 	REAP/TDA	07/01/20	06/30/21
2.	Develop regional technical assistance strategy and programs to support local jurisdiction compliance with state housing laws.	<ul style="list-style-type: none"> Collect and analyze feedback from local jurisdictions about their needs and priorities for technical assistance, especially related to 6th RHNA cycle and future Housing Element updates. Newly developed regional technical assistance strategy and implementation program to support local jurisdiction compliance with state laws, especially related to Housing Elements. 	REAP/TDA	07/01/20	06/30/21
3.	Local County Planning Director and County Transportation Authority Planning Director meetings planner meetings	<ul style="list-style-type: none"> Attend and participate in Monthly County planning director meetings, discussing and seeking input on key regional initiatives, policies and programs such as Plan Bay Area and RHNA; meeting notes. 	REAP/TDA	07/01/20	06/30/21
4.	Regional Housing Permit Collection and Policy Tool	<ul style="list-style-type: none"> Compiled dataset of annual housing permit data from local jurisdictions and HCD. 	REAP/TDA	07/01/20	12/30/20

		Updated Housing Policy database with new policies or best practice examples.			
5.	BAHFA development and incubation of programs related to new finance authority	<ul style="list-style-type: none"> Provide technical analysis of key issues (e.g., funding mechanisms, expenditure plans, institutional design) to MTC and ABAG governing boards. 	REAP/TDA	07/01/20	06/30/21

*Staff work on the BAHFA effort will be supported via non-federal transportation funds only.

F. Anticipated Future Activities (FY 2021-22)

- | | |
|-------------------------------|--|
| Anticipated Future Activities | <ul style="list-style-type: none"> Continue to develop and incubate the Bay Area Regional Housing Finance Authority, based on direction from MTC and ABAG governing boards. Implement regional technical assistance programs to support local jurisdiction compliance with upcoming Housing Element updates. Develop strategies for Integrated Regional Planning Program that enhance alignment between Plan Bay Area 2050 strategies and local implementation of Housing Element requirements. |
|-------------------------------|--|

Work Element 1616: Regional Advance Mitigation Program (RAMP)

Project Manager: Kenneth Kao

A. Budget

EXPENSES

Salaries and Benefits	\$	-
Indirect		-
Other Operating		-
Consultants		50,000
Total Expenses	\$	50,000

REVENUES

SB1 (FY 2020-21) Formula Funds		\$	44,265
General Fund - TDA			5,735
Total Revenues		\$	50,000

Federal Share

0.00%

Objectives

- Integrate conservation into transportation infrastructure plans in advance of project development
- Implement regional conservation priorities by driving mitigation dollars where they are most needed
- Develop and implement Regional Conservation Investment Strategies (RCISs), as established in AB 2087, in the Bay Area
- Develop and execute Mitigation Credit Agreements (MCAs), as established in AB 2087, in the Bay Area
- Examine and establish sustainable on-going advance mitigation program in the Bay Area

Description

The Regional Advance Mitigation Planning (RAMP) Program is a science-based approach to identify mitigation opportunities that support regional conservation priorities and Plan Bay Area goals. RAMP aims to integrate conservation into infrastructure agencies' plans and project development well in advance and on a regional scale to reduce potential impacts of transportation projects, as well as to drive mitigation dollars to protect regional conservation priorities and protect important ecological functions that are at threat of loss and protect working lands. MTC, along with the

State Coastal Conservancy (SCC), is sponsoring an effort to scope and implement RAMP in the Bay Area. RAMP was included as an action plan in Plan Bay Area 2040, and should continue in MTC's update of Plan Bay Area 2050. SB1 Planning Formula Funds was used to advance this initiative.

Assembly Bill 2087 (Levine) establishes a framework for RAMP with the California Department of Fish and Wildlife (CDFW) through the preparation of Regional Conservation Investment Strategies (RCISs). Further, Senate Bill 1 (Beall) includes \$120 million for Caltrans to establish a statewide advance mitigation program. MTC's RAMP Program aims to leverage both of these legislative frameworks to implement RAMP in the Bay Area.

B. Planning Factors Addressed

- Coordinate transportation and land use planning
- Encourage regional stakeholder collaboration

C. Previous Accomplishments

MTC, in coordination with the SCC and with facilitation assistance from the Nature Conservancy, established a Technical Advisory Committee (TAC) comprised of various resource and transportation agencies to help guide RAMP development. The same team has established a stakeholders group to receive further input from business, trade, environmental, and other interested groups. Both groups have met multiple times over the last four years.

The RAMP Program Document has been completed outlining the program parameters and framework for its creation. The RAMP team has also submitted RCISs for the identified pilot areas of Santa Clara County and the East Bay (Alameda and Contra Costa Counties) to CDFW. The Santa Clara County RCIS was approved by CDFW in late 2019; the East Bay RCIS is still under review.

Objectives	<ul style="list-style-type: none"> ▪ Integrate conservation into transportation infrastructure plans in advance of project development ▪ Implement regional conservation priorities by driving mitigation dollars where they are most needed ▪ Develop and implement Regional Conservation Investment Strategies (RCISs), as established in AB 2087, in the Bay Area 	
Description	The Regional Advance Mitigation Planning (RAMP) Program is a science-based approach to identify mitigation opportunities that support regional conservation priorities and Plan Bay Area goals. RAMP aims to integrate conservation into infrastructure agencies' plans and project development well in advance and on a regional scale to reduce potential impacts of transportation projects, as well as to drive mitigation dollars to protect regional conservation priorities	

	and protect important ecological functions that are at threat of loss and protect working lands. MTC, along with the State Coastal Conservancy (SCC), is sponsoring an effort to scope and implement RAMP in the Bay Area with the target of including RAMP in MTC’s update of Plan Bay Area 2040 and SB1 Planning Formula Funds was used to advance this initiative.					
	Assembly Bill 2087 (Levine) establishes a framework for RAMP with the California Department of Fish and Wildlife (CDFW) through the preparation of Regional Conservation Investment Strategies (RCISs). Further, Senate Bill 1 (Beall) includes \$120 million for Caltrans to establish a statewide advance mitigation program. MTC’s RAMP Program aims to leverage both of these legislative frameworks to implement RAMP in the Bay Area.					
C. Planning Factors Addressed						
	<ul style="list-style-type: none">▪ Coordinate transportation and land use planning▪ Encourage regional stakeholder collaboration					
D. Previous Accomplishments						
	<p>MTC, in coordination with the SCC and with facilitation assistance from the Nature Conservancy, established a Technical Advisory Committee (TAC) comprised of various resource and transportation agencies to help guide RAMP development. The same team has established a stakeholders group to receive further input from business, trade, environmental, and other interested groups. Both groups have met multiple times over the last two years.</p> <p>The RAMP Program Document has been completed outlining the program parameters and framework for its creation. The RAMP team has also developed draft RCISs for the identified pilot areas of Santa Clara County and the East Bay (Alameda and Contra Costa Counties). The Santa Clara County RCIS was approved by CDFW in late 2019; the East Bay RCIS is still under review.</p>					
E. Work Plan (FY 2020-21)						
Task No.	Task Description	Work Products	Fund Source	Start Date	End Date	

1.	Develop potential RAMP program structure	<ul style="list-style-type: none"> Core team meetings Option development 	SB1/TDA	07/01/20	06/30/21
2.	Continue facilitation and program development	<ul style="list-style-type: none"> Technical advisory committee participation Identification of new pilot areas Refine project limits with transportation delivery agencies 	SB1/TDA	07/01/20	06/30/21
3.	Develop funding options for RAMP	<ul style="list-style-type: none"> Technical memos and reports Coordination with partners, including SCC, CTC, and Caltrans 	SB1/TDA	07/01/20	06/30/21
4.	Develop and implement RCISs	<ul style="list-style-type: none"> RCIS documents Sub Regional Assessments (SRAs) Submission to CDFW 	SB1/TDA	07/01/20	06/30/21
5.	Science and data integration	<ul style="list-style-type: none"> Consider possible integration into MTC data and analysis 	SB1/TDA	07/01/20	06/30/21
F. Anticipated Future Activities (FY 21-22)					
	<ul style="list-style-type: none"> Consider additional funding sources and financing mechanisms to facilitate RAMP Examine additional RCIS/RAMP pilot locations Set up RAMP structure in coordination with the State Coastal Conservancy 				

Fiscal Year 2020-21 (SB1 Planning Formula Funds)

SB1 Planning Funds dedicated to WE 1616 were fully expended in FY 2019-20.

Work Element 1130: Legislation and Public Affairs

Objectives

This subcategory provides for monitoring, analyzing, proposing and evaluating legislation and regulations that affect MTC. In addition, this subcategory provides for advocacy activities before state and federal legislative bodies or representatives. Further, it covers MTC's efforts to inform and involve the public in MTC's key initiatives, decisions and operational project's activities.

Major Tasks

- Implement Public Information Program & Tribal Government Coordination
- Library Services

Major Products to be delivered in FY 2020-21	Estimated Completion Dates
Annual Report to Sacramento delegation	Winter 2020
Annual Report to Congressional delegation	Winter 2020

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

Project Manager: John Goodwin/Ursula Vogler

A. Budget

EXPENSES

Salaries and Benefits		\$ 3,072,186
Indirect		1,740,701
Other Operating		157,000
Consultants		545,000
Total Expenses		\$ 5,514,887

REVENUES

FHWA PL (FY 2020-21)		\$ 3,039,016
Toll Credits	348,575	-
FTA 5303 (FY 2020-21)		1,127,071
Toll Credits	129,275	-
FTA 5303 (FY 2019-20) Est. C/O		281,914
Toll Credits	32,336	-
BATA Reimbursement		262,500
General Fund - TDA		804,386
Total Revenues	510,186	\$ 5,514,887

Federal Share

80.65%

Toll credits do not generate new money. Instead, they 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

- Involve the interested public in transportation planning, fund programming and allocation processes, including those in under-represented groups.
- Inform the media and public about current transportation activities, including regional operations projects, such as 511, Clipper® and Freeway Service Patrol.
- Provide opportunities for early and continuous public participation in the transportation planning process in accordance with the Fixing America's Surface Transportation Act (FAST Act) and federal policy by means of organized outreach and involvement activities, and through the Policy Advisory Council.
- Provide opportunities for public participation in the development of the Regional Transportation Plan/Sustainable Communities Strategy (Plan Bay Area 2050).
- Conduct government-to-government consultation with Tribal governments of federally recognized Native American tribes regarding planning and programming activities.

Description

Public Participation under State and Federal Law

- Federal law requires MTC — when developing the Regional Transportation Plan and the Transportation Improvement Program (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 Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.
- Under state law (revised most recently in 2008 by SB 375 (Steinberg), MTC and the Association of Bay Area Governments must develop a regional Sustainable Communities Strategy to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks. The law calls upon the Metropolitan Transportation Commission (MTC) to develop a plan to involve the public in this process. The goal is to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of stakeholders.

Public Participation Plan

- State law requires a separate Public Participation Plan for development of the Sustainable Communities Strategy and the regional transportation plan. This plan is rooted in the principles that are included in MTC's federally required Public Participation Plan, along with the requirements outlined in SB 375.

C. Planning Factors Addressed

- | | |
|-----------------------------------|--|
| Planning Factors Addressed | <ul style="list-style-type: none">• 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.• Target underrepresented groups in MTC's outreach efforts, ensuring equity in our planning efforts.• Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.• 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. |
|-----------------------------------|--|

D. Previous Accomplishments

- | | |
|------------------------|--|
| Objectives | <ul style="list-style-type: none">• Same as above |
| Accomplishments | <ul style="list-style-type: none">• Completion of Horizon public engagement• Planning for Plan Bay Area 2050 public engagement• Establishment of a digital engagement program |
| Work Products | <ul style="list-style-type: none">• Plan Bay Area 2050 document and website• <i>E-News</i> – MTC's electronic newsletter• Press releases, media advisories, etc.• E-mail notifications; contact database• Brochures, postcards as needed |

- Website updates
- Public meetings, workshops and regional forums
- Videos and social media content
- Implemented various elements of the Climate Initiatives Outreach Program, including Spare the Air Youth program.

E. Work Plan (FY 20-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff monthly meetings of the Policy Advisory Council	<ul style="list-style-type: none"> • Meeting agendas and packets Staff reports Presentation materials 	FHWA PL/FTA 5303	07/01/20	06/30/21
2.	Staff the Equity and Access Subcommittee as needed	<ul style="list-style-type: none"> • Meeting agendas and packets Staff reports Presentation materials 	FHWA PL/FTA 5303	07/01/20	06/30/21
3.	Staff the Fare Integration/Coordination Subcommittee as needed	<ul style="list-style-type: none"> • Meeting agendas and packets Staff reports Presentation materials 	FHWA PL/FTA 5303	07/01/20	06/30/21
4.	Attend the Regional Equity Working Group, as needed	<ul style="list-style-type: none"> • Staff reports, as needed 	FHWA PL/FTA 5303	07/01/20	06/30/21
5.	Plan and implement the annual meeting with the Commission and the Council	<ul style="list-style-type: none"> • Meeting agenda Presentation materials 	FHWA PL/FTA 5303	07/01/20	06/30/21
6.	Assist with Council reports/ motions to the Commission	<ul style="list-style-type: none"> • Prepare memos, as needed 	FHWA PL/FTA 5303	07/01/20	06/30/21
7.	Plan, implement and complete any recruitment, as needed, to fill vacancies that arise in the Council's four-year term	<ul style="list-style-type: none"> • Press release, interview candidates, meet with Commissioners, as needed 	FHWA PL/FTA 5303	07/01/20	06/30/21

8.	Continue orientation for Council advisors appointed in 2020, as needed	<ul style="list-style-type: none"> • Presentations, as needed 	FHWA PL/FTA 5303	07/01/20	06/30/21
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F. Anticipated Future Activities (FY 2021-22)

Anticipated Future Activities

- Implement engagement related to the next RTP/SCS plan
- Continue to implement/manage Climate Initiatives Outreach Program
- Complete outreach to Tribal governments for consultation on the Plan Bay Area update, as appropriate.
- Ongoing activities, as needed

Work Element 1156: Library Services

Project Manager: Julie Tunnell

A. Budget

EXPENSES

Salaries and Benefits	\$	206,644
Indirect		117,085
Other Operating		-
Consultants		-
Total Expenses	\$	323,729

REVENUES

General Fund - TDA		\$	323,729
Total Revenues		\$	323,729

Federal Share

0.00%

B. Project Description

Objectives

- Provides library and information services for MTC Commission and staff, for ABAG and transit agency boards and staff, for employees of other public agencies, and for the public.
- Maintains and archives MTC publications and documents for the Commission's internal records.

Description

- The MTC/ABAG Library, managed by the Metropolitan Transportation Commission (MTC) and also sponsored in part by the Association of Bay Area Governments (ABAG), has an extensive collection of reports, books, and magazines, covering transportation planning, demographics, economic analysis, public policy issues and regional planning in the San Francisco Bay Area, and 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 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, 1,000 serial titles (magazines, newspapers, annual reports, etc.), demographic data including U.S. Census reports for 1960-1990, 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 telephone, email, and in-person.

C. Planning Factors Addressed

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 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;
- Reduce or mitigate storm water impacts of surface transportation;
- Enhance travel and tourism.

D. Previous Accomplishments

Objectives

- Same as above

Accomplishments

Work Products

- Same as below.
- Electronic news clippings summary
- Updates to Library Holdings
- MTC Publications Bibliography
- MTC Web Pages
- New in the Library Bibliography

E. Work Plan (FY 2020-21)

Task No.	Task Description	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	• N/A	TDA	07/01/20	06/30/21
2.	Provide reference services to MTC Commission and staff and to ABAG staff, as well as to outside agencies and the public	• Reference services	TDA	07/01/20	06/30/21
3.	Screen major media, prepare and disseminate daily electronic "Transportation Headlines" compilation via email and Web	• Daily email	TDA	07/01/20	06/30/21
4.	Maintain the MTC Records Management Program for archiving internal records	• N/A	TDA	07/01/20	06/30/21
5.	Provide electronic access to Library catalog through the Internet	• Catalog	TDA	07/01/20	06/30/21
6.	Publish a listing of library acquisitions several times a year	• Email	TDA	07/01/20	06/30/21
7.	Maintain the library and publications sections of MTC's Web page	• Web pages	TDA	07/01/20	06/30/21
8.	Serve as an affiliate of the State Data Center	• N/A	TDA	07/01/20	06/30/21
9.	Maintain the Bay Area Census Website	• Web statistics	TDA	07/01/20	06/30/21
10.	Manage the Electronic Information Delivery Service (GovDelivery)	• N/A	TDA	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2021-22)**Anticipated Future Activities**

- Continue to manage collection for the benefit of the agency and the public.
- Continue to provide reference services.
- Continue to disseminate information products including the daily news headlines and new acquisitions to the library collection.
- Ongoing activities, as needed

Work Element 1510: Support Regional Transportation Investments

Objective

Support the region's investment in transportation infrastructure by conducting financial analysis and planning, developing funding policies and programs, implementing federal and state legislation, administering regional transit assistance programs in collaboration with Caltrans District 4, and monitoring and reporting on the project delivery and expenditure of funds.

Major Tasks

- **Pavement Management Program (PMP)**
- **Conduct financial analysis and planning**
- **Federal programming, monitoring and TIP Management**
- **Transit Sustainability Planning**

Major Products to be delivered in FY 2020-21	Estimated Completion Dates
Proposed Estimate and Distribution of Transit Operating Revenue	Spring 2020
Annual Report: Financial Elements	Spring 2020
2020 Transportation Improvement Program Amendments	Ongoing
Transit Sustainability Project Task Orders	Ongoing
2020 TIP Development	Spring 2020
Proposition 1B (Transportation Bond) Program Delivery	Ongoing
FY 2020-21 to 2021-22 FTA Program Adjustments and Implementation	Spring/Summer 2020 and 2021
FY 2020-21 to FY 2020-21 TP/CMAQ Program Implementation	Spring/Summer 2020 and 2021
Federal Funding Obligation Plan	Fall 2020
Finalize/Enhance Modules of Integrated Funding Database	Ongoing
Statistical summary of transit operators	Spring 2021
Performance Audit final reports	Summer 2020

Work Element 1233: Transportation Asset Management (TAM) Program

Project Manager: Sui Tan

A. Budget

EXPENSES

Salaries and Benefits	\$	716,481
Indirect		405,959
Other Operating		26,100
Consultants		5,395,000
Total Expenses	\$	6,543,540

REVENUES

FTA 5303 (FY 2020-21)		\$	500,000
Toll Credits	57,350		-
FTA 5303 (FY 2019-20) Est. C/O			250,000
Toll Credits	28,675		-
STBGP			1,900,000
PPM Sales			2,175,000
HSTP			500,000
General Fund - TDA			648,540
Local Funds			570,000
Total Revenues	86,025	\$	6,543,540

Federal Share

40.50%

Toll credits do not generate new money. Instead, they 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

- 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 Department of Transportation (DOT) requirements that recipients and sub-recipients of Federal funding develop Transit Asset Management Plans aF1233
- 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 Transportation Plan and Transportation Improvement Program process.
- 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.

Description

- Update and refinement of the Regional Transit Capital Inventory
- Develop, upgrade, maintain and distribute the StreetSaver and StreetSaver Plus 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
- Establish a data-driven Regional Safety (Vision Zero) program to support reduction of fatalities and serious injuries across the region.
- Develop a Regional Safety Data System that integrates safety data from throughout the region in order to proactively identify and analyze areas for targeted safety improvements and set safety performance targets based on data.
- Develop a State of Safety in the Region report detailing the present safety issues across the Bay Area and identifying potential 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 Transit Asset Management working groups

C. Planning Factors Addressed

- Foster a regional approach to transportation planning by promoting cooperation and coordination in efforts to improve the state repair of transportation assets;
- Establish prioritization for investment in the existing transportation system;
- Develop performance goals and track progress made in attaining them;
- Improve the region's ability to assess the impact of investments in transit capital replacement and rehabilitation on State of Good Repair and system reliability;
- Help develop smart funding and investment prioritization policies and procedures;
- Promote efficient system management and operation and reduce/eliminate project delivery delays;
- Emphasize the preservation of the existing transportation system;
- Reduce or mitigate storm water impacts of surface transportation;
- Facilitate and improve safety through the use of asset management with a comprehensive roadway data inventory.

D. Previous Accomplishments

- P-TAP grant program: <https://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/fix-it-first/local-streets-roads/p-tap/p-tap>
- PCI Summary: https://mtc.ca.gov/sites/default/files/PCI_table_2018_data.pdf
- Statewide Needs Assessment <http://www.savecaliforniastreet.org>
- Regional Asset Management targets for 2018: <https://mtc.legistar.com/LegislationDetail.aspx?ID=3717702&GUID=24FCC4FC-68A2-4CBB-935F-8ACC0AFA701F>
- *Vital Signs*
- <http://www.vitalsigns.mtc.ca.gov/transit-asset-condition> <http://www.vitalsigns.mtc.ca.gov/street-pavement-condition> Completed group TAM plan for small operators, for compliance with DOT requirements
- Completed setting FY20 targets for TAM plan and narrative report.
- Completed Spring and Fall StreetSaver User Week training

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Provide technical training and support for StreetSaver users	• Assistance as requested	PMP Sales	07/01/20	06/30/21
2.	Regional Transit Capital Inventory update as needed	• Updated Inventory of Transit Assets	FTA 5303	Ongoing	Ongoing
3.	Regional summary of pavement conditions	• Regional Condition Summary	TDA	07/01/20	06/30/21
4.	TAM Target Setting	• FY 2021 TAM Targets	TDA	09/01/20	10/30/21
5.	Local Streets and Roads Needs Assessment	• 2020 Statewide Needs Assessment	TDA	07/01/20	06/30/21
6.	Provide support to Local Street & Road and Transit Asset Management working groups	• Meetings and Meeting Materials	TDA	07/01/20	06/30/21
7.	Implement the P-TAP Grant Program	• Program of Projects	STBGP/Local Funds	07/01/20	06/30/21
8.	Develop Regional Safety Data System and Safety Report	• Database and Reports	HSTP	04/30/20	06/30/21

F. Anticipated Future Activities (FY 2021-22)

Anticipated Future ■ 2020 Regional Pavement Condition Summary

Activities

- Establish regional Transit Asset Management targets for 2021
- Update Group Transit Asset Management Plan for Tier II operators and consolidated NTD report
- 2020 RTCI Update
- Regional Safety Data System
- State of Safety in the Region Report

Work Element 1511: Conduct Financial Analysis and Planning

Project Manager: Theresa Romell/ William Bacon

A. Budget

EXPENSES

Salaries and Benefits	\$	388,040
Indirect		219,864
Other Operating		-
Consultants		-
Total Expenses	\$	607,904

REVENUES

FHWA PL (FY 2020-21)		\$	175,000
Toll Credits	20,073		-
FTA 5303 (FY 2020-21)			20,000
Toll Credits	2,294		-
General Fund - TDA			412,904
Total Revenues	22,367	\$	607,904

Federal Share

32.08%

Toll credits do not generate new money. Instead, they 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 realistic, innovative financial plans and strategies supporting the implementation of plans, programs and projects in the Plan Bay Area 2050 (the Regional Transportation Plan (RTP)) and other Commission initiatives.
- Provide financial analysis in support of the legislative program.
- Provide revenue forecasting and needs assessment analysis in support of regional funding decisions and the adequate operation and maintenance of the regional transportation system.
- Evaluate financial projections and estimates for financial constraint of the TIP and RTP.

Description

- 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.
- Prepare financial analyses and forecasts for transit operator Short Range Transit Plans, including financial capacity assessments for the Transportation Improvement Program.
- Prepare revenue assumptions for the long-range plan.
- 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.

C. Planning Factors Addressed

- Promote maintenance of the existing transportation system through sound financial planning and asset management efforts.
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

D. Previous Accomplishments

- Developed a financially constrained revenue forecast for Plan Bay Area 2050 covering the period from 2021 to 2050
- Developed annual fund estimate and distributions for transit operating revenues
- Developed a needs assessment to quantify the operational and state of good repair needs for the transportation system (local streets/bridges, highways/bridges, transit, pedestrian/bicycle facilities)

Work Products

- FY 2019-20 MTC Fund Estimate: <https://mtc.ca.gov/our-work/fund-invest/funding-sales-tax-and-gas-tax/tda-and-sta/fund-estimate>
- MTC Annual Report: Financial Elements: https://mtc.ca.gov/sites/default/files/MTC_Comprehensive_Annual_Financial_Report-FY2019.pdf
- Plan Bay Area 2020 Revenue Forecast and Needs Assessment: <http://mtc.legistar.com/gateway.aspx?M=F&ID=eeb9ba78-0ffa-4590-8bb1-d12c1d1750d1.pdf>

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Develop FY2020-21 annual fund estimate and distribution of transit operating revenues	<ul style="list-style-type: none">• Annual fund estimate and distribution for FY20-21 Transit Operating Revenues	TDA	01/01/20	06/30/21
2.	Prepare financial elements of the Annual Report	<ul style="list-style-type: none">• MTC Annual Report: Financial Elements	FTA 5303	07/01/20	05/15/21
3.	Refine revenue forecast for Plan Bay Area 2050	<ul style="list-style-type: none">• Updated Plan Bay Area 2050 revenue forecast	FHWA PL/TDA	07/01/20	04/30/21
4.	Transportation Improvement Program (TIP) financial constraint and capacity analyses	<ul style="list-style-type: none">• Financial Constraint and Financial Capacity Analyses	FHWA PL/TDA	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2021-22)

- | | |
|--------------------------------------|--|
| Anticipated Future Activities | <ul style="list-style-type: none">▪ Development of revenue forecasts for Short Range Transit Plans▪ Development of the FY 2021-22 Fund Estimate |
|--------------------------------------|--|

Work Element 1512: Federal Programming, Monitoring and TIP Management

Project Manager: Adam Crenshaw/Craig Bosman

A. Budget:

EXPENSES

Salaries and Benefits		\$ 1,629,265
Indirect		923,142
Other Operating		9,900
Consultants		-
Total Expenses		\$ 2,562,307

REVENUES

FHWA PL (FY 2020-21)		\$ 711,441
Toll Credits	81,602	-
FTA 5303 (FY 2019-20) Est. C/O		209,932
Toll Credits	24,079	-
General Fund - TDA		1,640,934
Total Revenues	105,681	\$ 2,562,307

Federal Share

35.96%

Toll credits do not generate new money. Instead, they 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 (FY 2020-21)

Objectives

Working with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), federal Environmental Protection Agency (EPA), California Department of Transportation (Caltrans), regional agencies, transit operators, county transportation authorities, local jurisdictions, tribal governments, community organizations, stakeholders, and the public:

- Develop, maintain, and implement the Transportation Improvement Program (TIP) consistent with federal and state regulations and regional policies.
- Develop and implement federal programs, policies, and strategies to implement the Regional Transportation Plan (RTP), including policies to support on-time delivery of federal funds and advancement of major multi-year transit capital

investments.

- Incorporate federal performance-based planning and programming into the development and implementation of the TIP to support progress towards adopted performance targets.

Description

- As the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) and for the nine county San Francisco Bay Area, MTC is responsible for implementation of relevant aspects of the federal and state surface transportation planning and programming legislation.
- This responsibility includes development and maintenance of the TIP pursuant to applicable federal and state regulations and procedures, development and implementation of federal programs and policies to implement the RTP, and incorporation of federal performance-based planning and programming requirements.
- In addition, MTC has programming responsibility for urbanized Surface Transportation Block Grant Program (STP), Congestion Management and Air Quality Improvement Program (CMAQ) and large-MPO Transportation Alternative Program (TAP). MTC works with partner agencies, including Caltrans, FHWA and FTA, county transportation authorities, local jurisdictions, and other stakeholders and the public, to develop projects and programs to implement the investment strategies identified in the RTP.
- To ensure the timely use of federal funds, MTC has adopted policies and procedures (MTC Resolution 3606, Revised) to ensure state and federal funding requirement 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 provides funding to county transportation agencies. Funding is used to carryout planning priorities 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 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. One example of such a policy is MTC's Regional Transit Expansion Policy (MTC Resolution 3434) which

guides the expansion of the regional transit system through strategic fund programming.

- For MTC's role in programming a portion of the region's 5307 funds for job access and reverse commute projects through the Lifeline Transportation Program, see work element 1310.
- 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. Planning Factors Addressed (FY 2020-21)

Consistent with the California Planning Emphasis Areas, the planning factors to be addressed in FY 2020-21 are listed below.

- Meet core planning and programming mandates.
- Emphasize the preservation of the existing transportation system.
- Support progress toward achieving federal performance targets.

D. Previous Accomplishments

- | | |
|------------------------|--|
| Accomplishments | <ul style="list-style-type: none"> ▪ 24 TIP Revisions - 6345 projects totaling \$1.5 billion in net funding change (Calendar Year 2019) ▪ Managed and implemented federal STP/CMAQ programs - \$152 million delivered (142% of required target) (FY 2018-19) ▪ 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 HSIP program - 40 project phases totaling \$13.8 million delivered within region (FY 2018-19) ▪ Monitored and facilitated delivery of repurposed federal earmarks - \$3.3 million delivered within region in FY 2018-19. One hundred percent of repurposed earmarks with deadline by September 30, 2019 have been obligated. (FY 2018-19) ▪ Monitored and facilitated invoicing of FHWA inactive obligations. Reduced inactive projects obligations from \$96.8 million at the beginning of the 2018 calendar year to \$10.2 million inactive projects obligations at the end of the 2018 calendar year. ▪ FY 2019-20 Annual Federal Obligation Plan (October 2019) ▪ FY 2018-19 Listing of Federally Obligated Projects (December 2019) ▪ FY 2018-19 Listing of CMAQ Emission Benefits (December 2019) |
|------------------------|--|

- Processed multiple invoices for CMA Planning activities.
- FTA 5307/5337/5339 – amended FY2018-19 preliminary Program of Projects to reflect final FTA apportionments (June 2019) and supported transit operator grant applications to FTA with concurrence letters and monitoring (throughout the year); continued to implement agreement with Caltrans developed in FY2012-13 regarding project selection and grant procedures for FTA 5307 and 5339 funds in small urbanized areas
- FTA 5311 – adopted preliminary program for FY2018-19 and FY2019-20 (July 2018) based on preliminary regional share of state apportionments allocated by Caltrans
- FTA 5310 – worked with Caltrans to implement preliminary program for FY2012-13 and FY2013-14 adopted in FY2014-15 and adopted a Program of Projects for FY2014-15 through FY2016-17 (April 2017) under an agreement between MTC and Caltrans to jointly administer the program in the Bay Area (See also work element

Work Products

- [24 TIP Revisions](#)
- [Listing of Federally Obligated Projects](#)
- [Annual Listing of CMAQ Emission Benefits](#)
- [Annual Federal Obligation Plan](#)
- [FTA 5307/5337/5339 preliminary FY17-FY20 Program of Projects \(Programming & Allocations Committee report\)](#)
- 60 concurrence letters for FTA grants
- [FTA 5311 FY18 and FY19 Preliminary Programs of Projects](#)
- [Regional ATP](#) (see Work Item 1515)

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Product	Fund Source	Start Date	End Date
1.	Prepare 20 revisions to federal TIP 23 CFR §450.326	<ul style="list-style-type: none"> • TIP Amendments • TIP Administrative Modifications • TIP Revision Financial Constraint Documentation 	FHWA PL	07/01/20	06/30/21
2.	Finalize 2021 TIP Update 23 CFR §450.326 Submit FTIP to Caltrans CA S&H Code 182.7(d)	<ul style="list-style-type: none"> • Finalize 2021 FTIP (Note: this activity may be suspended due to SAFE Rule) 	FHWA PL	07/01/20	09/30/20

3.	Continue implementation of federal performance requirements in TIP and other federal programming efforts 23 CFR §450.326(c)(d)	<ul style="list-style-type: none"> Linkage of investment priorities with performance targets 	FHWA PL	07/01/20	09/30/20
4.	Finalize TIP transportation investment analyses.	<ul style="list-style-type: none"> Various TIP Investment Analyses (Note: this activity may be suspended due to SAFE Rule) 	FHWA PL	07/01/20	09/30/20
5.	Work with AQ Conformity Task force regarding TIP projects and programming 40 CFR §93	<ul style="list-style-type: none"> Attend AQ conformity consultation meetings Address AQ conformity in TIP Assist agencies with projects in TIP subject to AQ conformity 	FHWA PL	07/01/20	06/30/21
6.	Monitor federal programs to ensure financial constraint and consistency with TIP and RTP	<ul style="list-style-type: none"> Various Fund-Program Status Reports 	FHWA PL	07/01/20	06/30/21
7.	Manage and implement STP/CMAQ Programming CA S&H Code 182.6, 182.7	<ul style="list-style-type: none"> STP/CMAQ OBAG1 Program 	FHWA PL	07/01/20	06/30/21
8.	Manage and implement federal TAP / State ATP Large MPO Competitive Program 23 USC § 213 (see also Work Item 1515)	<ul style="list-style-type: none"> TAP/ATP Cycle Program 	FHWA PL	07/01/20	06/30/21
9.	Monitor and facilitate delivery of HSIP program.	<ul style="list-style-type: none"> HSIP program delivery 	FHWA PL	07/01/20	06/30/21

10.	Monitor and facilitate delivery of Repurposed Earmarks	<ul style="list-style-type: none"> • Delivery of repurposed earmarks with obligation deadlines 	FHWA PL	07/01/20	06/30/21
11.	Monitor and facilitate invoicing of pending FHWA inactive obligations. 23 USC § 630.106(5)(6)	<ul style="list-style-type: none"> • FHWA inactive obligations reduction 	FHWA PL	07/01/20	06/30/21
12.	Monitor and facilitate invoicing of pending FHWA inactive obligations. 23 USC § 630.106(5)(6)	<ul style="list-style-type: none"> • Annual Obligation Plan 	FHWA PL	07/01/20	09/30/20
13.	Prepare annual listing of federally obligated projects 23 CFR §450.334	<ul style="list-style-type: none"> • Annual Listing of Federally Obligated Projects 	FHWA PL	11/01/20	12/31/20
14.	Prepare annual CMAQ emissions benefit report 23 USC §149.h	<ul style="list-style-type: none"> • Annual CMAQ Emissions Benefit Report 	FHWA PL	11/01/20	11/30/20
15.	Participate in various statewide federal programming and policy groups, including: California Federal Programming Group (CFPG), HBP, HSIP, etc.	<ul style="list-style-type: none"> • Various TIP procedural enhancements and 	FHWA PL	07/01/20	06/30/21
16.	Implement regional funding-delivery policy guidance for FHWA-administered funds	<ul style="list-style-type: none"> • MTC Resolution 3606 Revised 	FHWA PL	07/01/20	06/30/21
17.	Engage in discussions for federal legislation implementation and reauthorization	<ul style="list-style-type: none"> • Various policy and programming outcomes 	FHWA PL	07/01/20	06/30/21

18.	Continue to implement new FAST Act requirements as they are developed by FHWA and FTA	<ul style="list-style-type: none"> Various administrative and programmatic updates, TBD 	FHWA PL	07/01/20	06/30/21
19.	Revise preliminary FTA 5307/5337/5339 FY2019-20 Programs of Projects to reflect final apportionments 49 USC 5307, 5337 and 5339	<ul style="list-style-type: none"> FTA Program of Projects (POP) TIP Amendments 	FHWA PL	07/01/20	06/30/21
20.	Develop and preliminary FTA 5307/5337/5339 FY2020-21 Programs of Projects	<ul style="list-style-type: none"> FTA Program of Projects (POP) TIP Amendments 	FHWA PL	07/01/20	06/30/21
21.	Revise preliminary FTA 5307/5337/5339 FY2020-21 Programs of Projects to reflect final apportionments 49 USC 5307, 5337 and 5339	<ul style="list-style-type: none"> FTA Program of Projects (POP) TIP Amendments 	FHWA PL	07/01/20	06/30/21
22.	Revise preliminary FTA 5311 FY2019-20 Program of Projects (POP) to reflect final apportionments 49 USC 5311	<ul style="list-style-type: none"> FTA Program of Projects (POP) TIP Amendment 	FHWA PL	02/01/21	04/30/21

F. Anticipated Future Activities (FY 2021-22)

Future Activities

- Same as above
- Analysis and advocacy for next federal transportation act
- Initiate development of next programming cycle of STP/CMAQ funds
- Initiate development of next programming cycle of FTA Formula (5307/5337/5339) funds
- Implementation of FAST Act reauthorization

Work Element 1517: Transit Sustainability Planning

Project Manager: Melanie Choy/Adam Noelting

A. Budget

EXPENSES

Salaries and Benefits	\$	709,606
Indirect		402,063
Other Operating		-
Consultants		1,953,433
Total Expenses	\$	3,065,102

REVENUES

FHWA PL (FY 2020-21)		\$	625,000
Toll Credits	71,688		-
SB1 (FY 2020-21) Formula Funds			-
FTA 5303 (FY 2020-21)			-
Toll Credits			-
FTA 5303 (FY 2019-20) Est. C/O			829,433
Toll Credits	95,136		-
SB1 (FY 2019-20) Formula Funds Est. C/O			177,060
FTA 5304 (FY 2020-21)			400,000
RM2 Operating			300,000
2% Transit Transfer			224,000
General Fund - TDA			509,609
Total Revenues	166,823	\$	3,065,102

Federal Share

60.50%

Toll credits do not generate new money. Instead, they 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

- The Transit Sustainability Project (TSP), adopted by the Commission in May 2012, evaluated the region's transit system and established an implementation plan for a more financially viable transit system that is both cost-effective and customer-focused.
- The TSP developed an implementation plan that will lead the Bay Area to a sustainable transit system from the customer, financial, and environmental perspectives:
 - **Customer:** A system that functions as an accessible, user-friendly and coordinated network for transit riders, regardless of mode, location or jurisdiction.
 - **Financial:** A system that can cover its operating and capital costs with a growing share of passenger fare revenues as well as reliable streams of public funding.
 - **Environmental:** A system that can attract and accommodate new riders in an era of emission-reduction goals, and is supported through companion land use and pricing policies.
- The TSP will inform scenario development and investment trade off discussions for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Description

- The TSP included a comprehensive, fact-based analysis of the existing system focused on service design and delivery, financial viability, and decision-making structures.
- The analysis acknowledged the role external factors play in the long-term viability of the transit system, such as land use and transportation pricing, which are critically important as the region grapples with preparing the Sustainable Communities Strategy required by SB 375.

Financial Analysis:

- Conducted financial analysis of key internal and external cost drivers and development of cost containment strategies.
- Conducted financial analyses of existing revenue sources, revenue trends and opportunities for new revenue sources and innovative policies for revenue sharing and transit/transportation pricing.
- Facilitate the development of 10-year capital and operating budget forecasts through transit operator Short Range Transit Plans (SRTP).

Service Analysis:

- Conducted in-depth service analysis at the regional and sub-regional level.

- Defined effective transit service at the regional, sub-regional and local levels, establishing service criteria and performance objectives.
- Identified infrastructure and operating policies that could increase transit's effectiveness.
- Recommended prioritized strategies for maximizing ridership, containing costs, and increasing service efficiencies.
- Recommended policies, service delivery strategies, and cost containment strategies for ADA-paratransit services in the region.
- Facilitate the development and communication of 10-year service plans through transit operator SRTPs.

Institutional Analysis:

- Evaluated intuitional and decision-making structures.
- Conducted marketing and outreach, including engaging the public and multiples stakeholder groups.
- Identified a detailed action plan to implements the TSP's recommendations.

C. Planning Factors Addressed

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 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, consistent with the California Planning Emphasis Area of State of Good Repair.
- Improve the resiliency and reliability of the transportation system.

D. Previous Accomplishments

- Project recommendations adopted in May 2012 - <http://www.mtc.ca.gov/planning/tsp/>
- Project implementation commenced in June 2012 and is ongoing.
- Round 1 TPI Incentive grants awarded in January 2013.
- Round 2 TPI Incentive grants awarded in March 2014.

- Round 3 TPI Incentive grants awarded in May 2015.
- Round 4 TPI Incentive grants awarded in May 2016.
- Round 1 TPI Investment grants awarded in May 2012.
- Round 2 TPI Investment grants awarded in September 2014.
- Round 3 TPI Investment grants awarded in January 2017.
- On July 12, 2017, MTC programmed the remaining \$2.3 million in Transit Performance Initiative – Investment Program funding to four projects in the North Bay counties of Marin, Sonoma, Napa, and Solano.
- Beginning in 2017, annually fund TPI projects through Low Carbon Transit Operations Program (LCTOP) in March/April.
- 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
 - Initiated the Transit Use Study with UCLA in Fall 2018.
 - Initiated the Southern Alameda Integrated Rail Analysis Fall 2018.
 - Crossing Study to be finalized in Fall 2019.
- Five Year Large Operator TSP Performance Metric Assessment Update (Programming and Allocations Committee, February 2019)
- Adopted a TSP Performance Metrics policy for Small and Medium Transit Operators (Resolution No. 4321, February 2019)
- Semi-annual TPI program reports (most recent: June 2018, January 2019)

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.
- 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.

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
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1.	Continue monitoring of Transit Performance Initiative programs (Investment and Incentive Program) to support a robust transit system in the Bay Area region.	<ul style="list-style-type: none"> Semi-annual reports to the Commission 	FHWA PL/FTA 5303	07/01/20	06/30/21
2.	Continue to program/ fund TPI-like projects through Cap and Trade Low Carbon Transit Operations Program funding on an annual basis and OBAG 2 in future years.	<ul style="list-style-type: none"> LCTOP program approval of TPI projects by Commission TPI Call for projects 	FHWA PL/FTA 5303	07/01/20	06/30/21
3.	Small, Medium, and Large Operator Performance Metric Evaluation and Framework. Continue to monitor strategic plans for largest seven transit agencies to meet performance measure targets established in the TSP. Continue to develop and implement direction and actions resulting from the TSP metric assessment from late 2018 for large transit operators.	<ul style="list-style-type: none"> Proposed Plan for future TSP goals. Small, Medium, Large TSP metrics Evaluation for 2020 	TDA/RM2 Operating/f2% Transit Transfer	07/01/20	06/30/21
4.	Facilitate the development of Short-Range Transit Plans (SRTPs) for transit operators. In this year, initiate the Mid and Small Operators SRTP cycle (20+ SRTPs). This is a multi-year effort.	<ul style="list-style-type: none"> Annual Draft and Final Reports of 10 year transit operator capital and operating budgets, plans, and programs for selected transit operators 	FHWA PL/FTA 5303	07/01/20	06/30/21
5.	Regional studies to improve public transit. May include partnerships, performance, and governance studies.	<ul style="list-style-type: none"> Regional Rail Analysis and Mega Project Summary 	FHWA PL/FTA 5303/FTA 5304	07/01/20	06/30/21

6.	Southern Alameda County Integrated Rail Analysis – evaluate passenger rail needs and opportunities for expanded and more seamless service (planning, conceptual engineering, initial design)	<ul style="list-style-type: none"> Technical memoranda, market analyses, project development, and evaluation analyses 	FHWA PL/FTA 5303	07/01/20	06/30/21
7.	Transit Fare Integration Study and Business Case	<ul style="list-style-type: none"> Initiate study to develop recommendations to a more integrated transit fare system in the Bay Area 	FHWA PL/FTA 5303	01/01/20	06/30/21

F. Anticipated Future Activities (FY2021-22)

Anticipated Future Activities

- Performance Metric Evaluation and Framework. Continue implementation of recommendations from the Transit Sustainability Project. Update MTC Resolution 4060 as needed.
- Plan for OBAG 2 TPI Investment program and the Annual LCTOP programming for TPI Investment projects.
- Continuation/advancement of transit coordination and ridership initiatives and studies.

Fiscal Year 2020-21 (SB1 Planning Formula Funds)

Project Description

In fiscal year 2020-21, SB1 Planning Formula Funds will support the initial tasks related to developing a transit vision strategy for the region. This project will align with Plan Bay Area 2050, the next update to the region's Regional Transportation Plan/Sustainable Communities Strategy slated for adoption in 2021.

These funds will directly support staff to solidify the goals and objectives of the transit vision strategy, as well as to sketch out an initial scope for the project in consultation with regional stakeholders.

Responsible Parties

MTC staff will lead this work, working in coordination with regional stakeholders.

Overall Project Objectives

- Plan and develop the scope and work plan for a regional transit vision that will take an in-depth look at how the regional transit system currently functions and how the system might change in the future to better support Plan Bay Area 2050, as well as regional travel needs in the future.
- Implementation of a regional transit vision will contribute to achieving state-mandated reduction targets

Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Determine goals and objectives of developing a regional transit vision	<ul style="list-style-type: none">• Working papers/briefs• Summary report	SB1	07/01/20	06/30/21
2.	Develop work plan and scope for completing regional transit vision	<ul style="list-style-type: none">• Meeting summaries with regional stakeholders• Work scope	SB1	07/01/20	06/30/21
3.	Present findings to determine next steps	<ul style="list-style-type: none">• Presentations• Summary reports	SB1	07/01/20	06/30/21

FUNDED BY GRANTS

The following work elements are not funded with federal planning funds but are included in the Overall Work Program for informational purposes only.

Work Element 1120: Planning Emphasis Areas

RTP Process

The Regional Transportation Plan (RTP) sets forth a regional policy and investment framework to maintain, manage and strategically expand the Bay Area's State highways, streets and roads, and transit systems. Over the years, the scope of the RTP has broadened beyond addressing the region's mobility and surface transportation infrastructure needs to include innovative ways to integrate transportation and land use, which are now explicitly linked in the Sustainable Communities Strategy per Senate Bill 375, improve air quality, and address social equity and climate change. The RTP planning process has greatly expanded to include intensive interagency collaboration and public outreach and involvement. The Commission's latest RTP – *Plan Bay Area* – offers new perspectives, policies and strategies for looking at transportation and its relationship to our built and natural environments. *Plan Bay Area* is the first RTP/SCS under Senate Bill 375, which calls for better integration of transportation, housing and land use as a way to reduce greenhouse gas emissions. Implementation of the policies developed and proposed in *Plan Bay Area* will require new and additional partnerships with stakeholders throughout the region.

Major Tasks

- **Lifeline Transportation Program**
- **BART Metro 2030**
- **Affordable Mobility Pilot Program**

Not funded by CPG grants

Work Element 1310: Access and Mobility Planning and Programs

A. Project Description

Objectives:

- Improve mobility in the region for seniors, 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 Communities of Concern (COCs), as identified in the regional 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 COCs through community-based planning processes that result in clearly identified projects that will enhance access and mobility and can be funded with Lifeline or other funds.
- 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 persons 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 Lifeline Transportation Program.

Description:

1) Coordinated Plan

Access and Mobility Planning activities include identifying transportation needs and barriers faced by the region's transportation disadvantaged populations, supporting local, collaborative process to prioritize solutions to those gaps via local, community-based transportation planning and developing the Coordinated Public Transit-Human Services Transportation Plan. The most recent Coordinated Plan was adopted in February 2018.

2) Communities of Concern (CoCs) and Community Based Transportation Program (CBTP)

Staff will work closely with county Congestion Management Agencies to conduct community-based transportation planning activities in COCs through a second round of grant funding to fund new or update outdated community-based transportation plans. A new round of funding was released on July 1, 2018.

3) Lifeline Transportation Funding Programs

The Lifeline Transportation program is funded by a mix of federal and state funding sources including FTA Section 5307 Urbanized Area funds combined with and made eligible for JARC activities (formerly FTA Section 5316 Job Access and Reverse Commute (JARC) funds) for which MTC is the designated recipient, State Transit Assistance funds, and in some cycles by state Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) capital funds and FHWA STP/CMAQ funds. As the designated recipient for FTA Section 5307 funds under (Fixing America's Surface Transportation Act.) FAST, MTC is responsible for developing a regional program of projects that will be funded by FTA grants. Consistent with MTC's Transit Capital Priorities (TCP) Process and Criteria (MTC Resolution Nos. 3908, 4072, 4140 and 4242), in the FY2013-14, through 20120-21 Section 5307 programs, a portion of the

Bay Area's large urbanized area funds were set aside for the Lifeline Transportation Program. As with the other funds in the Lifeline Transportation Program, the 5307 Lifeline set-aside funds have historically been programmed by the county Congestion Management Agencies (CMAs).

In Lifeline Cycle 4 (FY 2014-FY 2016), after Section 5307 (JARC) projects were selected in the countywide programming process, transit operators are serving as direct recipients of the funds. For FTA Section 5316 JARC funds programmed in previous Lifeline cycles (Cycles 1-3), transit operators who are FTA grantees served as direct recipients for their own funds, and MTC served as the direct recipient and passed through the funds to other sub-recipients as needed. In cases where MTC passed through funds to sub-recipients, MTC is responsible for monitoring sub-recipients' compliance with federal requirements for the life of the project.

Lifeline Cycle 5 (FY2016-17 and FY2017-18), is similar to the previous four funding cycles. The program guidelines were adopted in winter 2018, with the call for projects occurring in the spring 2018. Changes to this call included the inclusion of piloting participatory budgeting through the Community-Based Transportation Planning (CBTP) process, with a set-aside of up to \$1 million from the Lifeline Transportation Program for projects identified through this effort. Two Congestion Management Agencies are participating in the pilot: 1) the San Francisco County Transportation Authority working with the San Francisco Municipal Transit Agency to update the Bayview CBTP and 2) the Solano Transportation Authority updating the Vallejo CBTP. An evaluation will be conducted upon completion of the pilots.

Lifeline Cycle 6 (FY2018 – FY2020-21) - As of February 2018, per MTC Resolution No. 4321, the State Transit Assistance (STA) population-based funding program was restructured as a County Block Grant, and a separate STA Lifeline set-aside was discontinued, leaving the LTP with one remaining fund source – FTA 5307 funds from the Transit Capital Priorities program. The STA County Block Grant Program provides each County Transportation Agency (CTA) the authority to determine how to invest in transit operating needs, including mobility service for low-income residents. Over the last four-year TCP program cycle, the Lifeline set-aside was approximately 1.6% of the region's FTA Section 5307 apportionments. The administration of Lifeline Cycle 6 is being assessed to provide a simplified structure that reflects Lifeline's current single fund source.

4) FTA Section 5310 Funding Program

Caltrans is the designated recipient of 5310 funds but entered into a memorandum of understanding with MTC to jointly administer the FY2015, FY2016 and FY2017 program, under which MTC was responsible for project selection for the Bay Area's Large Urbanized Areas. MTC's role in future calls for projects is unclear, but may include notifying eligible local entities of funding availability; developing project application and selection criteria; determining applicant eligibility; conducting the competitive selection process; forwarding a program of projects (POP) to Caltrans; and certifying that all projects are included in the locally developed, Coordinated Public Transit-Human Services Transportation Plan. It is likely that MTC will also continue in its pre-FAST role for the Bay Area's Small Urbanized Areas: MTC screens applications for eligibility; scores the applications consistent with the California Transportation Commission-established scoring criteria; and forwards a regional priority project list to Caltrans for consideration in the statewide competition.

Additionally, these activities inform and support the goals and strategies identified in the FAST Act mandated Coordinated Public Transit—Human Services Transportation Plan (updated in 2018) in conjunction with the adoption of Plan Bay Area 2040. The purpose of this update was to engage stakeholders in reviewing, informing, and updating regionally identified priorities and strategies for enhancing coordination of transportation services for low-income, senior, and disabled populations. Projects and solutions identified through these planning efforts are eligible for funding under MTC's Lifeline Transportation Program and through FTA's Section 5310 program.

B. Planning Factors Addressed

Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; and
- Improve the resiliency and reliability of the transportation system.

C. Previous Accomplishments

Accomplishments

- Coordinated Public Transit—Human Services Transportation Plan Update (2018) and implementation activities
- Community-Based Transportation Plans (ongoing)
- Mobility Management Roadmap Study (2016)
- Program guidelines for cycles 1-5 of the Lifeline Transportation Program
- Oversaw county-level calls for projects, and reviewed/ approved locally prioritized projects for cycles 1-5 of the Lifeline Transportation Program
- Oversaw calls for projects and conducted project selection for Section 5310.

Work Products

- Community-Based Transportation Plans, see complete list: <http://mtc.ca.gov/our-work/plans-projects/other-plans/community-based-transportation-plans>
- For Lifeline program in Cycles 1 – 5, see: <http://www.mtc.ca.gov/planning/lifeline/>
- Section 5310 program and projects and regional prioritized list of projects

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D. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Start Date	End Date
1.	Update of the Coordinated Public Transit-Human Services Transportation Plan	<ul style="list-style-type: none">• Gaps and solutions; service updates	07/01/20	06/30/21
2.	Community Based Transportation Plans (local jurisdictions)	<ul style="list-style-type: none">• Oversee plans as implemented by CMAs and provide technical assistance	07/01/20	06/30/21

3.	Support the implementation of strategies outlined in the Coordinated Public Transit—Human Services Transportation Plan	<ul style="list-style-type: none"> Lifeline Transportation Program, Section 5310 Program, and other projects implemented consistent with the Coordinated Plan; implementation activities consistent with the 2018 Coordinated Plan 	07/01/20	06/30/21
4.	Develop policy for next Lifeline Transportation Program (LTP)	<ul style="list-style-type: none"> Plan/policy guidelines for next LTP Cycle 	07/01/20	06/30/21
5.	Submit reports and documents to FTA as required	<ul style="list-style-type: none"> FTA Quarterly Reports FTA Annual Service Report 	07/01/20	06/30/21
6.	For incomplete Lifeline Cycle 2 and 3 projects, monitor subrecipients' compliance with federal requirements as applicable. For all Lifeline Cycles (1-5), monitor project status through CMAs.	<ul style="list-style-type: none"> Monitoring reports prepared as required 	07/01/20	06/30/21
7.	Support implementation of FTA 5310 FY 15,16, 17 and FY 18 & 19 programs	<ul style="list-style-type: none"> FTA 5310 FY 15,16, 17 Program of Projects FTA 5310 FY 18 & 19 Program of Projects 	07/01/20	06/30/21
8.	Lifeline Cycle 5 Participatory budgeting pilot (2-year effort)	<ul style="list-style-type: none"> Approve Participatory Budgeting Pilot projects (San Francisco & Vallejo) 	07/01/20	06/30/21

E. Anticipated Future Activities (FY 2021-22)

Anticipated Future Activities

- Support priority strategies identified in the Coordinated Public Transit—Human Services Transportation Plan update, and continue to plan, develop, and implement other projects and strategies that advance the findings of the Coordinated Public Transit-Human Services Transportation Plan
- Continue the next update of the Coordinated Public Transit-Human Services Transportation Plan.
- Provide technical support and continued administrative refinements to Lifeline Transportation Program to reflect changes in FAST and other funding sources as appropriate
- New or updated CBTPs for communities identified as Communities of Concern
- Monitor ongoing Cycle 3, Cycle 4 and Cycle 5 Lifeline Projects
- and assistance to project sponsors, county program administrators, and grant

recipients

- For ongoing Cycle 2 and Cycle 3 Lifeline projects (if any), review and approve subrecipient invoices and quarterly reports
- For ongoing Cycle 2 and Cycle 3 Lifeline projects (if any), monitor subrecipients' compliance with federal requirements
- Submit reports and other documentation to FTA as required
- Monitor projects selected from the Cycle 5 Participatory Budgeting Pilot Programs
- Develop funding guidelines for Cycle 6 and provide technical assistance to project sponsors, county program administrators, and grant recipients
- Submit reports and other documentation to Caltrans as required, provide technical assistance to 5310 project sponsors, and commence development of next 5310 cycle

Not funded by CPG grants

Work Element 1618: Affordable Mobility Pilot Program

A. Project Description

Objectives

The Project has several key goals and objectives including:

- Reducing GHG and criteria pollutants from the combination of reduced vehicle trips and use of 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 TDM programs integrated into some market-rate developments.

Description

The Car Sharing and Mobility Hubs in Affordable Housing Pilot Project (Project) will provide battery electric vehicles (BEVs) and electric charging stations (EVSEs) 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 3 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 greenhouse gas emissions (GHGs), improving health outcomes, and create 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 (ICE) vehicles, while moving away from private vehicle ownership.

To increase impact and get participation levels high enough to sustain the car sharing program there will also be intensive outreach to the surrounding neighborhood residents, encouraging them to enroll in car share. The Project will be implemented in three initial sites in Oakland, Richmond and San Jose. A Project Advisory Committee (PAC) will support the efforts to replicate the program, as well as use the Project results to inform policy to more easily implement the Project's innovations going forward.

B. Planning Factors Addressed

Planning Factors Addressed

The Project will focus on shifting SOV travel behavior and reducing vehicle ownership in each of the three affordable housing development identified in the project. Each development will also serve as a mobility hub for the surrounding community, creating strong visibility for EV infrastructure. Community outreach will help grow participation in the car share program to help build a financially

sustainable model over time.

C. Previous Accomplishments

Key lessons learned over the past year:

- EVSE installation in disadvantaged and low-income communities is important to increase access but is a large lift due to the need for potential upgrades to electrical equipment and generally historical lack of transportation infrastructure investments.
- Parking for car share and EVSE installation in the public right-of way can be difficult to obtain (as experienced with the Oakland site). Although the project team has partnerships with local governments, our implementation efforts are happening simultaneously as City agencies are trying to streamline their permit process for EVSE installation and car share operations.
- Completing the Community Transportation Needs Assessment (Needs Assessment) is a critical but highly time intensive process and requiring more staff time and coordination than anticipated. TransForm authored original survey materials and developed data collection strategies that relies heavily on community input, an iterative but imperative process. This also required additional translations. Fortunately, with the successful completion of the Needs Assessment, future evaluations for this project should not take as long with the existing materials to build on.

To deliver the most feasible, sustainable and relevant electric vehicle car sharing and mobility hubs program for each site that meets unique needs of the communities, the project team recalibrated the program design and submitted the proposed changes for approval by CARB. Our revisions were guided by:

1. Results from the Community Transportation Needs Assessment
2. Literature review of existing car share business models
3. Car share member ratio and market capture rates analysis
4. Coordination meetings with external and internal partners (i.e., California Air Resources Board, City of Richmond, City of Oakland, Shared Use Mobility Center and Affordable Housing Developers)

Milestones

Task 1: Program Design

- Developed needs assessment survey.
- Incorporated feedback to make sure that the questions asked in the survey represents the interests of all project stakeholders.
- Pilot-tested a draft survey with residents at project sites.
- Deployed needs assessment survey and collected residents' responses.
- Established processes at each site for outreach staff training, translation, data entry, tracking gift cards, etc. – future surveys will require less time and effort with these systems and networks in place.
- Collected 583 surveys across three project sites.

- Conducted focus groups and interviews with residents.
- Convened the Project Advisory Committee (PAC).
- Recruited representatives from affordable housing developments, community-based organizations, government agencies, and equity groups to serve on the PAC throughout the project's duration.
- Convened Site-Level Teams (SLTs).
- Recruited residents to serve on the SLTs.
- Residents are providing regular guidance to the project team and serving as project ambassadors for their neighbors.
- Established project buy-in and excitement from residents.

Task 2: Project Implementation

- Coordinated with PG&E on participating in the EV Charge Network Program.
- Reached agreement with PG&E to purchase and install ten chargers at Betty Ann Gardens, of which up to six will be dedicated to car sharing for the project. Construction is scheduled to be completed during the first quarter of 2020.
- Partnered with Community Cycles to host a bicycle repair workshop for Betty Ann Gardens residents on October 10, 2019, which allowed for opportunities to raise interest in the project and awareness of clean mobility options.

Task 3: Outreach and Education

- Gathered an inventory of local community events where Site Coordinators can introduce and invite residents to participate in the project.
- Conducted literature review of existing travel training programs.
- Consulted with SLT members on the most effective strategies to engage residents for future outreach and education events.

Task 4: Resident Surveys, Data Collection and Evaluation

- Developed baseline survey questions to evaluate during follow-up resident surveys.

Task 5: Project Administration

- Presented needs assessment results and lessons learned to CARB staff and other pilot project grantees.

D. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Program Design	<ul style="list-style-type: none"> • Detailed program and implementation strategy with site specific partner and resident input Confirm sites for participation Set up partnerships (Project Advisory Committee (PAC) and Resident Engagement and Site Level Teams) 	TDA	07/01/20	06/30/21

2.	Program Implementation	<ul style="list-style-type: none"> Develop and issue RFI based on program design, sites selected, features, costs Identify and select vendors Implement programs at each site 	TDA	07/01/20	06/30/21
3.	Outreach and Education	<ul style="list-style-type: none"> Communication & outreach plan for community and partnership cultivation Training sessions with residents and one on one sessions 	TDA	07/01/20	06/30/21
4.	Resident Surveys, Data Collection and Evaluation	<ul style="list-style-type: none"> Survey design, implementation and analysis at each site 	TDA	07/01/20	06/30/21
5.	Project Administration	<ul style="list-style-type: none"> Ongoing project coordination, reporting and invoicing Draft Final Report Final Disbursement 	TDA	07/01/20	06/30/21

E. Anticipated Future Activities (FY 2021-22)

Anticipated Future Activities

- Comprehensive report of the needs assessment process, analyzed data, and lessons learned, and presentations
- RFI for carshare
- EV charger implementation
- Transit pass implementation
- Bikeshare and scooter share implementation
- Outreach and education

Not funded by CPG grants

Work Element 1220: Traveler Coordination and Information Systems

Objectives

This subcategory provides for developing, implementing and evaluating MTS Management Strategies to improve passenger convenience and system efficiency and safety, including public transit coordination, rideshare services, ADA implementation, ITS technologies, freeway and arterial operation/management, incident management, motorist aid and emergency response.

Major Tasks

- **Regional Carpool Program & Commuter Benefits Program**
- **Support Transportation System Management Program**
- **Implement Regional Traveler Information Services**

Not funded by CPG grants

Work Element 1222: Bay Area Carpool Program, Bay Area Vanpool Program and Commuter Benefits Program

Description

The projects under Work Element 1222 reduce auto emissions and mitigate traffic congestion region-wide by initiating and sustaining shifts from single occupant vehicle (SOV) trips to carpools, vanpools and other transportation alternatives.

Bay Area

Carpool Program

forms and maintains carpools by:

- Maintaining and upgrading the region's automated online ride match software and database;
- Marketing the use of private sector carpool matching tools;
- Marketing to employers to encourage employers to implement carpool subsidies, promote carpooling to their employees, and implement onsite employer strategies that encourage shared modes;
- Marketing carpool incentives funded by local funding sources and other programs in the region;
- Conducting community based marketing and outreach to raise carpooling awareness;
- Marketing carpooling as a travel mode during emergency situations and regional events affecting Bay Area travel; and
- Evaluating the services provided and conducting market research, as appropriate.



forms and maintains vanpools by:

- Subsidizing the cost of vanpools in the amount of \$400 per month using local and federal funds while not exceeding the capital cost of contracting; and
- Marketing vanpooling as a commute mode in the Bay Area.



activities include:

- Outreach and marketing to employers, TDM partners, local agencies to raise awareness of compliance requirements and support registration for the Bay Area Commuter Benefits Program;
- Coordinate with the Bay Area Air Quality Management District, which is responsible for program enforcement, to ensure that outreach and marketing are aligned with compliance needs;
- Develop and maintain outreach and marketing materials to explain to employers how to comply with the ordinance; and
- Staff a phone help line for Bay Area Commuter Benefits Program support to support the marketing efforts.

Federal Planning Factors

The projects are funded with federal Congestion Mitigation and Air Quality (CMAQ) funds and meet the following Fixing America’s Surface Transportation Act (FAST Act) planning factors:

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

Ongoing tasks:

- Perform program/contract management and oversight for the Bay Area Carpool Program
- Perform program/contract management and oversight for the Bay Area Vanpool Program
- Coordinate outreach and marketing with local TDM programs and county agencies

Products	Estimated Completion Date
Carpool Program Quarterly Reports	Quarterly (or as required)
Carpool Program Annual Report	August
Vanpool Program Ridership Data	Monthly
Carpool/vanpool marketing collateral	Ongoing
Bay Area Commuter Benefits Program information on 511 and 511.org	Ongoing

Not funded by CPG grants

Work Element 1223: Support the Connected Bay Area Program

Description

The Connected Bay Area (CBA) program, formerly known as Transportation Management System (TMS), encompasses (1) highway operations equipment and communications infrastructure; (2) critical freeway and incident management functions; and (3) Transportation Management Center (TMC) resources needed to actively operate and maintain both equipment and all these critical freeway and incident management functions.

The program works to guide investment priorities of the Bay Area's intelligent transportation system (ITS) infrastructure, including the communications network that supports the operation of the ITS infrastructure, and ensure reliability and sustainability of a strong transportation management system (TMS).

Federal Planning Factors

The Connected Bay Area program is funded with federal Surface Transportation Block Grant (STBG) funds and exemplifies the following planning factors identified by law:

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

Specific activities for FY 20–21 will include:

- Manage initiatives and complete tasks according to the work plan, processes, and budget included in the Connected Bay Area Program Action Plan.
- Develop a new strategic plan for the Connected Bay Area program: setting new program vision and establishing new project goals and investment priorities.
- Improve access to comprehensive and accurate device inventory information, evaluate the effectiveness of existing hardware and systems, and coordinate with Caltrans, as needed, on updates to a system upgrade/replacement plan to support equipment life cycle planning.
- Identify opportunities for device deployment and replacement.
- Initiate and plan high priority communications connectivity projects outlined in the Bay Area Regional Broadband Communications Strategic Investment Plan.
- Launch the InterConnect Bay Area grant program, aiming to incentivize local agencies to construct and deploy regional communications infrastructure, as identified in the 2019 Bay Area Regional Broadband Communications Infrastructure Investment Plan. The communications infrastructure will support cities, counties, county transportation agencies, and transit agencies in their development of coordinated and interoperable transportation systems and help facilitate technology-based strategies focused on enhancing safety, mobility and economic vitality throughout the entire Bay Area.
- Begin the planning and design phases of the recommended communications project on the Interstate 880 corridor.
- Continue work on the Bay Area Video upgrade (BAVU) project to improve CCTV surveillance of the freeway system.
- Continue work on the Advanced Traffic Management System (ATMS) at Caltrans District 4.
- Report on key program initiatives and seek direction from the Freeway Management Executive

Committee, which is made up of representatives from the California Highway Patrol (CHP), Caltrans and MTC.

- Convene CBA Working Group meetings (Caltrans, CHP, and MTC) to discuss and gather relevant input on TMS technical issues.

Work Products	Estimated Completion Dates
Provide support for CBA projects	Ongoing
Updates to the Program Strategic Plan	February 2021 (or as needed)
Begin planning and designing the communications project for the I-880 corridor	June 2021
Select award recipients for the InterConnect Bay Area Program	December 2020

Not funded by CPG grants.

Work Element 1224: Implement Regional Traveler Information Services

Description

The 511 traveler information program provides traffic, transit, carpooling, vanpooling, bicycling, and parking information via the phone (511), web (511.org), and other channels, including regional electronic transit hub sign displays, Caltrans changeable message signs, and other products provided by third-party providers. The information provided through 511 represents the efforts of ongoing collaboration and coordination with the program's partners, including Caltrans, the California Highway Patrol, the region's transit agencies, the Air District and numerous county and local transportation agencies, and event organizers/venues.

The 511 program must cost-effectively collect, process, and disseminate data to provide premier multi-modal traveler information and services that are useful, accurate, and reliable. Responsibility for gathering, processing, and disseminating 511 information should be regionally coordinated and rationally allocated to Bay Area transportation organizations – in both the public and private sectors – according to institutional interest, and ability.

The 511 program launched its latest website in August 2019. The new website focuses on data dissemination and provides a transportation map with several layers providing real-time traffic conditions, incidents, closures, construction, carpooling, vanpooling, and bicycling information. 511 provides support for regional programs, including the Bay Area Commuter Benefits Program, Drive Smart Bay Area, Bay Area Express Lanes, as well as local events affecting travel. 511 also offers data feeds and Application Programming Interfaces (APIs) for use by the developer community to create other tools and services. Among its many roles, the 511 program:

- Serves as the go-to source for travelers and media in regional emergencies;
- Partners with many agencies and businesses for regional events;
- Supports numerous MTC/SAFE/BATA objectives; and,
- Supports the federal planning factor to enhance travel and tourism.

Ongoing tasks:

- Operations, maintenance, performance monitoring, enhancement, and educational outreach/promotion of the 511 traveler information system.
- Operations of the 511 Traveler Information Center.
- Dissemination of critical transportation information during regional emergencies.
- Dissemination of Regional Traveler Information in order to improve the traveler's experience, thus increasing travel and tourism.
- Coordination with and support of partner agencies on operations and maintenance of 511.
- Coordination of Technical Advisory Committees and associated working groups.
- Monitoring and evaluation of system performance, usage, and customer feedback.
- Development and maintenance of system documentation.
- Provision of data and APIs for use by public agency partners and the developer community.

Major Products**Delivery Dates**

Information and services for customers via 511/511.org/other channels	Ongoing
Operation of the 511 Traveler Information Center	Ongoing
Data feeds and APIs for use by public agencies and developers	Ongoing
511 project enhancements	Ongoing

(Other sources of funds are being used to fund the above projects – STP, STA & General Fund)

Not funded by CPG grants

Work Element 1230: Highway and Arterial System Management

Objectives

MTC improves the overall efficiency of freeway and arterial routes through its MTC SAFE call box and Freeway Service Patrol, freeway performance, incident management, and arterial operations programs. MTC works in close collaboration and partnership with Caltrans District 4 and Headquarters, the owner and operator of the State Highway System, to improve and better manage highway operations, improvements and maintenance as well as monitoring and performance.

Major Programs

- **Arterial and Transit Management**
- **Implement Incident Management Program**
- **Freeway Performance Program**
- **Technology-Based Operations and Mobility**

Not funded by CPG grants

Work Element 1234: Arterial and Transit Management

Description

The Arterial Operations Program aims to improve the operations, coordination and management of traffic signals and arterial networks, including integration with freeway and transit systems when applicable. It develops and implements regional initiatives that provide technical assistance and financial support to cities, counties, transit agencies, etc. to promote improved arterial operations in the Bay Area. As part of this program, MTC staff also manages the Arterial Operations Committee (AOC), which serves as a forum for discussion of shared issues and lessons learned among public agencies and planning/traffic engineering consultant firms. The Arterial Operations Program produces direct benefits by funding projects that reduce travel time and emissions and enhance traffic safety for pedestrians, bicycles and transit on arterial streets. It also results in indirect benefits through projects that offer technical assistance to help local traffic engineers do their job more efficiently and effectively.

Federal Planning Factors

The FPP is funded with Federal STP and CMAQ funds and meets the following FAST Planning Factors as described in Title 23 of the USC Section 134(f):

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Promote efficient system management and operation
- Improve the resiliency and reliability of the transportation system
- Enhance the integration and connectivity of the transportation system, across and between modes, for people.

Ongoing tasks:

- **Arterial Operations Committee (AOC):** The Arterial Operations Committee (AOC) is comprised of local traffic engineers from public and private agencies who meet bi-annually to discuss various programs overseen by the Committee, regional projects that may have impacts on arterials, and other relevant issues, such as air quality conformity, status of funding obligations, upcoming grant and training opportunities, and new publications.
- **Program for Arterial System Synchronization (PASS):** The PASS provides technical and financial assistance to Bay Area jurisdictions to improve the safe and efficient operation of certain traffic signal systems and corridors. Under this regional program, technical assistance and financial support will be focused on traffic signal system projects that: interact with freeways and state highways; involve traffic signals from multiple jurisdictions; operate on corridors with established regional significance; provide priority for transit vehicles; and have been developed in conjunction with other regional programs. Projects are defined by local agencies and Caltrans District 4, evaluated by MTC staff, and assigned to consultants retained by MTC.
- **Technology Transfer Program:** The program offers free, half-day seminars on a variety of topics of interest to local traffic engineers, planners, students, etc. The seminars include technical presentations by topic experts as well as presentations from local engineers on recent projects in the Bay Area.
- **Innovative Deployments to Enhance Arterials (IDEA):** IDEA provides technical and financial assistance to Bay Area jurisdictions to improve arterial operations and demonstrate new transportation technologies through the deployment of applications using elements such as automated traffic signal performance measures, adaptive traffic signal control, advanced detection systems, transit signal priority and connected and automated vehicle deployments.

Major Products

Support Arterial Operations Committee
Status reports on various arterial operations programs
Complete projects under the PASS
Complete projects under the IDEA program

Organize Technology Transfer Seminars

Delivery Dates

Bi-Annually
Bi-Annually
Annually
Within 24 to 36 months of project
initiation, depending on project
Complexity
Annually

Not funded by CPG grants

Work Element 1235: Implement Incident Management Program

Description

I-880 Integrated Corridor Management (ICM) project. The I-880 Integrated Corridor Management (ICM) North Segment Project aims to minimize the burden of incidents occurring along I-880 by installing Intelligent Transportation System (ITS) equipment (e.g., electronic signs, cameras) on key arterial streets to redirect motorists safely and efficiently back onto I-880. This deployment of an arterial incident management system and related activities aim to improve corridor efficiency by balancing demand between arterials and freeway; and improve air quality by reducing vehicle emissions and fuel consumption exacerbated by incident related congestion. The project involves coordination with multiple agencies, including Caltrans, the City of Oakland, the City of San Leandro, and AC Transit.

Incident Management Task Force. The purpose of this task force is to improve the management of incidents on Bay Area freeways. The Incident Management Task Force (IMTF) includes state, regional, and local partners. The IMTF recommends and implements strategies and projects to improve Traffic Incident Management (TIM).

Federal Planning Factors

The Incident Management Program is funded with Federal CMAQ and STP funds and meets the following Federal Planning Factors as described in Title 23 of the USC Section 134(f) revised:

- Increase the safety of the transportation system for motorized and non-motorized users
- Promote efficient system management and operation
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Tasks:

- Oversee construction, system integration, and testing of the I-880 North Segment integrated corridor management (ICM) project. To manage traffic that naturally diverts from the freeway due to major incidents on I-880, the arterial incident management project will install ITS equipment on arterial streets along the I-880 corridor in the Cities of Oakland and San Leandro.
- Manage preliminary studies for the potential I-880 Central Segment, including coordination with multiple agencies, including Caltrans, the Cities of San Leandro, Alameda County, and AC Transit.
- An IM Task Force made up of CHP, Caltrans and MTC representatives meets every other month to help facilitate interagency cooperation and oversee the development of specific short-term actions and projects to improve TIM.
- Interagency coordination meetings/workshops are held quarterly and include participation by CHP, Caltrans, MTC and first responder agencies including Fire, Coroner, Tow, AAA, PG&E, Public Works and FHWA. The multi-agency partnership promotes and facilitates coordination among traffic incident management and response personnel, to enhance the safe and quick clearance of traffic incidents.

Major Products	Delivery Date
Implement IMP Projects	Ongoing
Hold inter-agency incident coordination workshops	Quarterly

Not funded by CPG grants

Work Element 1237: Freeway Performance Program

Description

MTC continues to focus on ways to improve the efficiency, safety and reliability of freeway travel for people and freight through improved freeway, arterial, transit operations, demand management and resiliency strategies.

The Freeway Performance Program (FPP) is a strategic operations program that diagnoses key transportation problems, assesses and recommends specific mitigations, and implements recommended mitigations in priority corridors within available resources and partnership support. FPP delivers cost-effective operational strategies (such as managed lanes, adaptive ramp metering, shoulder running lanes for buses and HOVs, traffic operations system, integrated corridor management, arterial/transit priority signal upgrades, express bus services, carpool and higher vehicle occupancy strategies) that complement and support the successful implementation of other regional and local transportation programs, including incident management strategies, connected vehicles, and the regional express lanes network. It also looks to implement person throughput strategies and policy changes on the regions managed lanes system, which include HOV and express lanes. Overall, FPP planning and capital projects aim to better manage and operate Bay Area freeways, arterials, and transit systems.

Federal Planning Factors

The FPP is funded with Federal STP and CMAQ funds and meets the following FAST Planning Factors as described in Title 23 of the USC Section 134(f):

- Increase the safety of the transportation system for motorized and non-motorized users
- Promote efficient system management and operation
- 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

Tasks

Conduct corridor studies/design alternative assessments to identify major bottlenecks, determine causes for congestion, develop potential mitigation measures, and assess their effectiveness, in coordination with Caltrans, Bay Area Transportation Authority agencies (including local jurisdictions), and Bay Area transit operators.

- Conduct analyses for the feasibility of upgrading existing ramp meters to corridor adaptive ramp metering and activating existing ramp meter gaps; develop staging plans for implementation; implement corridor adaptive ramp metering, conduct before and after studies to assess traffic operations after implementation.
- Conduct design alternative assessments on key regional corridors to identify operational improvements from congestion relief, system performance, safety, design feasibility, and cost perspectives. Identify strategies to increase person throughput by improving transit and carpool travels, as ways to encourage mode shift away from solo drivers. Strategies that improve corridor resiliency to climate change are also included.
- Conduct analyses for the feasibility of installing and activating other active traffic management and mobility management strategies, such bus queue jump lanes, bus on shoulder, park-rides, carpooling, transit services improvements, etc.
- Work closely with Caltrans, Bay Area Transportation Authority agencies, and other partners in the planning, environmental review, design, and capital project delivery of recommended operational/capital improvements.
- Identify short and long-term transportation funding needs to fully implement and deliver Bay Area Forward strategies.

- Support related operational planning activities in support of managed lanes, MTC express lanes program, etc.
- Monitor system performance and collect/analyze data within available resources and where appropriate to inform analysis and policy changes.

Major Products

- Corridor studies/design alternative assessments
- Adaptive ramp metering upgrade
- Ramp metering implementation plans
- Corridor transit signal priority implementation
- Annual congested segments analysis
- Other related technical studies/operational analyses
- Operational/capital improvements
- Performance monitoring and data collection/analysis

Delivery Dates

- Ongoing
- Ongoing
- Ongoing
- Ongoing
- Ongoing
- Ongoing
- Ongoing
- Ongoing

Not funded by CPG grants

Work Element 1238: Technology-Based Operations & Mobility

Description

Technology-based Operations & Mobility is an area of interest for MTC because emerging technologies and services are significantly changing the way we think, plan, operate and deliver mobility improvements across the region in support of our goals of person throughput, safety, and access and mobility on our freeways, bridges and local streets. MTC aims to pilot and deliver a suite of technology-based operational strategies that will help us achieve our goals. This work elements includes both the Shared Use Mobility as well as Connected and Automated Vehicles programs.

Shared Use Mobility: Implements innovative projects and initiatives that promote shared forms of technology-based transportation options (e.g., commute management tools for employers, car/vanpool, car/bike share, ride hail, on-demand shuttle/transit, TDM analytical platforms, etc.) to support HOV3+ policy; close first/mile gaps; support home-work travel that is prone to single-occupant vehicle use and not well-served by existing public transit, shuttles, or ridesharing; boost public transit use (particularly for transbay travel across toll bridges); and reduce congestion, emissions, vehicle miles traveled as well as vehicle ownership and transportation costs in the Bay Area.

Connected/Automated Vehicles (CV/AV): Supports connected and automated vehicle deployments in the region. This is a multimodal initiative that aims to enable safe, interoperable, and networked wireless communications among vehicles, infrastructure, and personal communications devices to improve safety, mobility, and the environment. Key strategic areas for deployments include:

- Intersection-based arterial deployments to enable a variety of safety, mobility, and sustainability applications;
- Freight-focused solutions to reduce emissions related to operations at regional ports
- Freeway-oriented deployments to increase the functional capacity of heavily congested corridors, promote high-occupancy modes and reduce non-recurrent delay by improving incident management; and
- Deploying systems that support advanced traveler information dissemination to connected vehicles in order to positively influence traveler behavior and encourage mode shift.

Additionally, through this work element, MTC will engage in the local, state, and national deployment dialog and facilitate conversations with regional stakeholders to document and share best practices and lessons learned from new apps, mobility services, and early deployments of C/AV and related technologies.

Federal Planning Factors

These programs are partially funded with federal funds and meets the following Federal Planning Factors as described in Title 23 of the USC Section 134(f) revised:

- Increase the safety of the transportation system for motorized and non-motorized users;

- Promote efficient system management and operation;
- Enhance the integration and connectivity of the transportation system, across and between modes, people and freight; and
- Increase the accessibility and mobility of people and for freight.

Ongoing Tasks

Shared Use Mobility

- Conduct planning analysis to assess opportunities to address ways to close first/last mile issues, provide innovative shared-use services, better operate or provide augmented transit services, etc.
- Develop project concepts, designs, and capital delivery plans
- Identify available funding
- Deploy projects on small-scale basis to address specific issues, evaluate results, and consider regional deployment as appropriate
- Work with employers along HOV3+ corridors to implement commute management tools to encourage and provide incentives for new carpools with 3 or more people

Products

Operations/Planning Analyses
Project Development
Regional Carpool Incentive Program

Estimated Completion Date

Ongoing
Ongoing
Ongoing

Connected/Automated Vehicles (C/AV)

- Stay abreast of emerging technologies and policy development at federal, state and local levels.
- Coordinate internally through oral and written reports to update management and/or staff on the status of the Connected and Automated Vehicles Program.
- Coordinate special stakeholder meetings/forums/workshops to discuss topics related to connected vehicles, automated vehicles, and/or self-driving vehicles.
- Support and provide updates to local stakeholders through MTC's Arterial Operations Committee and other groups, as needed.
- Coordinate Tech Transfer seminars to provide information on a variety of topics related to connected vehicle and automated vehicle technologies and/or deployments.
- Conduct technology studies and alternative assessments to evaluate the readiness and scalability of connected vehicle technologies within available resources
- Conduct analyses for the feasibility of installing and activating connected vehicle technologies; develop staging plans for connected vehicle implementation; conduct before and after studies to assess benefits of connected vehicle technologies after implementation; and identify best practices for connected vehicle deployments within available resources.
- Manage or support the direct deployment of C/AV technologies for the purposes of knowledge development, first-last mile services to transit, service to transportation-challenge populations and increasing safety.

Products

Reports on program activities and direction

Estimated Completion Date

Monthly

Status reports on active CV/AV initiatives	Monthly
Data feeds/APIs/tools for use by public agencies and developers	Ongoing
Regional workshops and information for public agencies	As needed
Tech Transfer seminars	As needed
Policy recommendations	As needed
Technology studies/design alternative assessments	As needed
Other related technical studies/operational analyses	As Needed
Project management or support	As Needed

Not funded by CPG grants

Work Element 1510: Support Regional Transportation Investments

Objective

Support the region's investment in transportation infrastructure by conducting financial analysis and planning, developing funding policies and programs, implementing federal and state legislation, administering regional transit assistance programs in collaboration with Caltrans District 4, and monitoring and reporting on the project delivery and expenditure of funds.

Major Tasks

Tasks in this work element overlap with tasks in work elements 1512 and 1517

- **Transportation Asset Management (TAM) Program**
- **Regional Assistance Programs & Project Reviews**
- **State Programming, Monitoring and STP Development**
- **FTA Elderly & Disabled/New Freedom Programing**

Major Products to be delivered in FY 2020-21	Estimated Completion Dates
Proposed Estimate and Distribution of Transit Operating Revenue	Spring 2021
Annual Report: Financial Elements	Spring 2021
2020 Transportation Improvement Program Amendments	Ongoing
Transit Sustainability Project Task Orders	Ongoing
2020 TIP Development	Spring 2021
Proposition 1B (Transportation Bond) Program Delivery	Ongoing
FY 2020-21 to 2021-22 FTA Program Adjustments and Implementation	Spring/Summer 2020 and 2021
FY 2020-21 to FY 2020-21STP/CMAQ Program Implementation	Spring/Summer 2020 and 2021
Federal Funding Obligation Plan	2020
Finalize/Enhance Modules of Integrated Funding Database	Ongoing
Statistical summary of transit operators	Spring 2021
Performance Audit final reports	Summer 2020

Not funded by CPG grants

Work Element 1514: Regional Assistance Programs & Project Reviews

Description

MTC allocates transportation assistance funds and administers and accounts for these funds, including Transportation Development Act (TDA), State Transit Assistance (STA), and STA State of Good Repair funds. MTC also administers the twenty-five percent share of the one-half cent sales tax (“AB 1107” 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.

Ongoing tasks:

- Evaluate requests for TDA, STA, AB1107 and Bridge Toll funds and allocation recommendations
- Oversee Triennial Performance Audits and Review Related Recommendations
- Adopt Annual Productivity Improvement Program (PIP)

Previous Accomplishments

- Productivity Improvement Program:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=3772614&GUID=8B06835A-9164-4067-8826-3398F02C6D67>
The FY 2020-21 PIP is in development. Will be adopted in February 2020f
- Triennial Performance Audit Report:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=4217931&GUID=EDB7A841-5B7A-4877-9D86-7A67BA413C03>

Products

Administer Triennial Performance audit program contract
Prepare annual claim forms and instructions
Triennial Performance Audit final reports
Productivity Improvement Program

Estimated Completion Date

Ongoing
Spring 2021
Summer 2020
Fall/ Winter 2020

Not funded by CPG grants

Work Element 1515: State Programming, Monitoring and STIP Development

B. Project Description

Objectives

- Develop and implement programming policies and criteria for state funds consistent with the requirements of state law, including Senate Bill 45 (Chapter 622, Statutes 1997), Assembly Bill 1012 (Chapter 783, Statutes of 1999), Proposition 1B (Chapter 25, Statutes 2006), Senate Bill 99 (Chapter 359, Statutes of 2013), Senate Bill 862 (Chapter 36, Statutes of 2014), and Senate Bill 1 (Chapter 5, Statutes of 2017) and consistent with the overall investment objectives in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Ensure compatibility with federal investment procedures and choices as conducted pursuant to federal programming activities described above.
- Implement the 2020 Regional Transportation Improvement Program (RTIP) and 2020 State Transportation Improvement Program (STIP) in cooperation with Bay Area County Transportation Agencies (BACTAs), Transit Agencies, Caltrans, and the California Transportation Commission.
- Implement the Active Transportation Program (ATP) Cycles 1, 2, 3, and 4, and develop Cycle 5.
- Successfully deliver projects using state transportation funds, including STIP, Proposition 1B funds, Cap and Trade Programs (such as Low Carbon Transit Operations Program (LCTOP)), and Senate Bill 1 (SB 1) program, within the deadlines prescribed by the fund source.
- Coordinate and facilitate regional advocacy and dialogue with the California Transportation Commission (CTC). Attend CTC meetings and represent the region before the CTC. Review and comment on proposed policies of the CTC and ensure regional compliance and implementation of approved policies, guidance and procedures.
- Support the development of regional goods movement planning, strategy, and implementation.
- Actively monitor and assist in the delivery of project funding, produce and distribute project monitoring status reports.
- Support a Regional Advance Mitigation Planning (RAMP) Program that will analyze and consider mitigation opportunities well in advance of project construction, in order to more efficiently deliver projects and conserve resources. This is also in WE 1616.
- Maintain and enhance the web-enabled fund and project tracking database to better meet the needs of state programming and monitoring efforts. Coordinate development of specifications for the funding database, in consultation with overall agency database development.
- Provide technical assistance to local agencies in delivering projects on the State Highway System, and in delivering projects using state funds.
- Participate and contribute to statewide efforts for programming and project delivery and policy development including:
 - Regional Transportation Planning Agency (RTPA) Group

- Transportation Coordination Committee (TCC)
- Northern California Trade Corridors Coalition (NCTCC)
- California State Rail Plan Stakeholders Advisory Group
- Support future efforts to improve delivery and increase funding of statewide programs.
- Track, monitor, and comment on various statewide efforts, such as the California State Rail Plan, California Freight Mobility Plan, and Statewide Needs Assessment.

Senate Bill 1 Specific Objectives

- Develop and implement programming policies and criteria for state funds consistent with the requirements of Senate Bill 1 (Chapter 5, Statutes of 2017) and consistent with the overall investment objectives in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).
- Implement various programs augmented by Senate Bill 1, including:
 - 2020 Regional Transportation Improvement Program (RTIP) and 2020 State Transportation Improvement Program (STIP)
 - Active Transportation Program (ATP)
- Successfully deliver projects using state transportation funds, including STIP, ATP, and Senate Bill 1 (SB 1) program, within the deadlines prescribed by the fund source.
- Develop and implement, in cooperation with the State of California, County Transportation Authorities, transit operators, and other stakeholders, various programs funded through Senate Bill 1 (SB 1), including:
 - Solutions for Congested Corridors (SCC) competitive program
 - Trade Corridor Enhancement Program (TCEP), which includes funding from the federal National Highway Freight Program (NHFP)
 - Local Partnership Program (LPP) – Formula and Competitive shares
 - Transit and Intercity Rail Capital Program (TIRCP)
 - Local Streets and Roads
 - Caltrans Planning Grants, including Sustainable Communities and Adaptation Planning Grants
 - State Highway Operations and Protection Program (SHOPP)
- Provide input and participate in the development of the Statewide Advance Mitigation Planning Program, funded through Senate Bill 1 funds.
- Provide technical assistance to local agencies in delivering projects on the State Highway System, and in delivering projects using state funds.

Description

- 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 CMAs, 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 returns to the state for use in other projects. MTC's goal is to ensure that no funds are lost to the region. To that end, MTC staff actively monitors the delivery milestones and status of projects funded with state and federal funds and provides assistance to project sponsors that are in danger of not meeting those deadlines.
- Proposition 1B (Chapter 25, Statutes 2006) provided almost \$20 billion in new 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, 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 Transportation Alternatives Program (TAP)) 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 FY2020-21 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 and ATP 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 and incorporating federally required performance measures in the FTIP.

Senate Bill 1 Specific Description

- 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 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),

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. Planning Factors Addressed

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 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.

Senate Bill 1 Specific Planning Factors Addressed

Same as above

D. Previous Accomplishments

Objectives

- Same as above

Accomplishments

- Development, implementation and delivery of the 2020 STIP (Ongoing)
- Quarterly meetings with Caltrans District staff on project delivery of regionally significant highway projects.
- Semi-annual meetings with the Northern California Trade Corridors Coalition on Proposition 1B Trade Corridors Improvement Fund (TCIF) projects, SB 1 Trade Corridor Enhancement Program (TCEP), and other freight-related funding programs and planning efforts.
- Programming and monitoring of Proposition 1B funds (including Transit, Security and Trade corridors).
- Participation in various statewide funding, programming, and delivery committees and groups
- Guidelines development, programming, and implementation of Cycles 1 through 4 of the Active Transportation Program
- Meetings of the Regional Advance Mitigation Planning (RAMP) Program Technical Advisory Committee (TAC) to develop a framework for RAMP implementation in the Bay Area and pilot programs.
- Adoption of Regional Goods Movement Investment Strategy (January 2017)
- 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 including new monitoring feature to more accurately track federal obligations.

- Maintain and enhance Fund Management System (FMS)

Senate Bill 1 Specific Accomplishments

- 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.
- Semi-annual meetings with the Northern California Trade Corridors Coalition on SB 1 Trade Corridor Enhancement Program (TCEP).

Work Products

- Monthly project status reports for STIP delivery:
<http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
- 2020 RTIP Policies: <https://mtc.ca.gov/sites/default/files/2020%20RTIP-STIP%20Policies%20and%20Procedures.pdf>
- 2020 RTIP Programming:
<https://mtc.legistar.com/View.ashx?M=F&ID=7959510&GUID=84C481AA-A35F-41F0-884C-40CC0FE1DB3A>
- STIP Amendments and Extensions:
<http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and>
- Cycles 1-4 Regional Active Transportation Program: <https://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation> -
- Updated and enhanced fund management and project tracking database (FMS):
<http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
- 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 FY20 LCTOP

Senate Bill 1 Specific Work Products

- SB 1 Competitive Program Prioritization Principles:
<https://mtc.legistar.com/View.ashx?M=F&ID=7879880&GUID=6C832683-1BB1-4F03-8901-1FABF96C2B1A>
- Cycle 3 Augmentation Regional Active Transportation Program:
https://mtc.ca.gov/sites/default/files/2017_rATPAug_Final_Submission.pdf
- SB 1 Local Partnership Program Formula Share – MTC/BATA Programming:
<https://mtc.legistar.com/View.ashx?M=F&ID=6633623&GUID=921EAF-76EB-4A41-94D9-F1DF8B5254ED>
- SB 1 SCCP and TCEP Programs for Cycle 1:
<https://mtc.legistar.com/View.ashx?M=F&ID=5741891&GUID=CA6746C6-0952-4E81-9D11-3B21B63AA1C4>

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Prepare STIP Amendments and Extensions as requested	• STIP Amendments STIP Extensions	STIP PPM/LOCAL	07/01/20	06/30/21
2.	Prepare status reports on 2020-21 STIP project delivery	• Status Reports on 2020-21 STIP Delivery	STIP PPM/LOCAL	07/01/20	06/30/21
3.	Prepare status reports on Proposition 1B project delivery	• Status Reports on Prop. 1B Delivery	STIP PPM/LOCAL	07/01/20	06/30/21
4.	Develop enhancements to web-enabled funding database	• Updated database	STIP PPM/LOCAL	07/01/20	06/30/21
5.	Participate in various statewide funding, programming, and delivery committees and groups	• Documents produced by committees	STIP PPM/LOCAL	07/01/20	06/30/21
6.	Implement the 2020 RTIP in coordination with BACTAs, transit operators, and Caltrans	• Provide assistance as needed to STIP project sponsors and BACTAs	STIP PPM/LOCAL	07/01/20	06/30/21
7.	Implement Cycles 1-4 ATP	• Cycles 1-4 ATP	STIP PPM/LOCAL	07/01/20	06/30/21
8.	Develop the Cycle 5 of ATP	• ATP Cycle 5 Guidelines and Program of Projects	STIP PPM/LOCAL	07/01/20	06/30/21
9.	Develop Regional Advance Mitigation Planning (RAMP) Program (Also WE 1616)	• RAMP Framework for Implementation and Pilot Programs	STIP PPM/LOCAL	07/01/20	06/30/21
10.	Attend CTC meetings	• Email of meeting highlights for stakeholders and Letter for CTC Commissioners	STIP PPM/LOCAL	07/01/20	06/30/21
11.	Develop and implement enhancements and upgrades to Fund Management System (FMS)	• FMS 5.0	STIP PPM/LOCAL	07/01/20	06/30/21
12.	Develop FY 2020-21 LCTOP Population-Based program, coordinate with CalSTA, SGC, CARB, on other processes (TIRCP, AHSC, HSR, ZEV)	• Annual Transit Operating and Capital Program	STIP PPM/LOCAL	07/01/20	06/30/21
13.	Cap & Trade Development	• Ongoing project monitoring	STIP PPM/LOCAL	07/01/20	06/30/21

Senate Bill 1 Specific Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
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1.	Develop and implement programs authorized in Senate Bill 1 (SB 1)	<ul style="list-style-type: none"> • Programming and Implementation of SCC, TCEP, LPP, TIRCP, etc. 	SB1	07/01/20	06/30/21
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F. Anticipated Future Activities (FY 2021-22)

Anticipated Future Activities

- Same as above
- **Senate Bill 1 Specific Anticipated Future Activities**
- Develop Next Round of SB 1 Competitive Program Nominations

Not funded by CPG grants

Work Element 1518: FTA New Freedom Programming

A. Project Description

Objectives and Description:

The FTA Section 5317 New Freedom Program, authorized under SAFETEA-LU, provided grants for new capital and operational projects aimed at reducing, beyond the requirements of the Americans with Disabilities Act of 1990, transportation barriers faced by individuals with disabilities. In its role as the designated recipient of FTA Section 5317 New Freedom funds for the Bay Area's large urbanized areas, MTC conducted and programmed 5 Cycles of New Freedom grants. When the Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted, the FTA Section 5317 New Freedom program was repealed and merged into the Section 5310 program. Activities formerly eligible under the New Freedom Program are now eligible under Section 5310. MTC continues to perform regular program oversight functions for Cycles 1-5.

B. Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

C. Previous Accomplishments

Objectives	<ul style="list-style-type: none">▪ Same as above
Accomplishments	<ul style="list-style-type: none">▪ Prepared program guidelines for each funding cycle▪ Conduct Calls for Projects and project selection process for Large UZAs▪ Prepare and maintain New Freedom sub-recipient funding agreements▪ Ongoing monitoring of projects and paying invoices
Work Products	<ul style="list-style-type: none">▪ New Freedom Cycle 5 Guidelines and Program of Projects (MTC Resolution Nos. <u>4116</u> and <u>4135</u>)

D. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Submit reports and documents to FTA as required	<ul style="list-style-type: none">• FTA Quarterly Reports• FTA Annual Service Report		07/01/20	06/30/21
2.	For incomplete New Freedom Cycles 1 - 5 projects, monitor sub-recipients' compliance with federal requirements as applicable	<ul style="list-style-type: none">• Monitoring reports prepared as required		07/01/20	06/30/21

E. Anticipated Future Activities (FY 2021-22)

- | | |
|--------------------------------------|--|
| Anticipated Future Activities | <ul style="list-style-type: none">▪ Monitor ongoing Cycle 1, 2, 3, 4 and 5 New Freedom Projects▪ Provide technical support and assistance to project sponsors,▪ For ongoing New Freedom projects (if any), review and approve sub-recipient invoices and quarterly reports, and monitor sub recipients' compliance with federal requirements▪ Submit reports and other documentation to FTA as required |
|--------------------------------------|--|

Not funded by CPG grants

Work Element 1150: Agency Management

Objective

This subcategory provides for agency management, including financial management, administrative services and other services such as information technology, building maintenance, graphics and library support.

Major Tasks

- **Financial Management**
- **Administration and Facilities Services**
- **Graphic Services**
- **Information Technology Services**

Not funded by CPG grants

Work Element 1152: Financial Management

Description

To maintain and operate MTC's accounting and financial reporting system in such a manner as to establish adequate internal controls, ensure that obligations are properly recorded and paid, assure compliance with statutory requirements, and provide timely, pertinent, and accurate financial information. Financial management includes maintaining accounting records in such a way as to be accurate and in strict accordance with Generally Accepted Accounting Principles (GAAP), Governmental Accounting Standards Board (GASB), and 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements (Uniform Guidance) for Federal Awards as well as with the accounting policies and procedures established by the Commission. Also, confirm financial management through an annual independent audit. Respond to the audit committee during auditor presentation of annual audit results.

Ongoing tasks:

- Direct and coordinate annual agency budget preparation, implementation and monitoring
- Conduct contract compliance annual audits per Uniform Guidance standards
- Conduct annual audit of MTC's and ABAG's financial records in accordance with GAAP, GASB and Uniform Guidance
- Maintain financial records in accordance with GAAP, GASB and Uniform Guidance standards
- Finance provides the accounting, budgeting, measuring functions for the financial transactions and the general internal controls necessary to administer the OWP as well as to provide for all audit requirements
- OWP preparation including new SB1 fund sources, monitoring, coordinate quarterly progress reports
- Investment reports
- Administering the general internal controls necessary to meet audit requirements
- Financial Statement preparation and monitoring
- Grant application and management
- Invoice funding sources for grants
- Administer and monitor the agency budgets
- Produce quarterly progress reports to Caltrans
- Select audit firm for annual audits for MTC and ABAG
- Conduct third party audits as needed
- Implement 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements (Uniform Guidance) for Federal Awards
- Apply and Manage Federal Grants

Products	Estimated Completion Date
Operating and Capital Budgets	July-2020
Financial Reports	Monthly
Financial Summaries	Monthly
Requisitions to Funding Sources	Monthly or as required
Quarterly Progress Reports	Quarterly
Annual Independent Audit	Fall 2020
Investment Reports	Monthly
OWP	May 2020

Compliance Audits

As required

*** Included as part of ICAP**

Work Element 1153: Administration and Facilities Services

Description

MTC's Administration and Facilities Services (AFS) Section provides various support services to MTC staff, including human resource, contracting & procurement, facilities management, and general office services support.

Ongoing tasks:

- Development and administration of all human resources programs and projects including recruitment, employment administration, organizational development and succession, compensation management, staff development and training, employee benefits program design and administration, wellness and safety program oversight, summer intern program administration, employment compliance monitoring, and agency policy administration.
- Purchasing, procurement and contract management services including the administration and monitoring of the agency's DBE, SBE and Title VI program and compliance.
- Business operations support including copying and mail services, janitorial and security vendor management, general services support, workspace planning, furniture and fixture upkeep, employee and agency parking facilities oversight, and fleet vehicle management.
- Management of agency business insurance program.
- Oversight of agency reception area.
- Provide management and staff services to 375 Beale Condominium Corporation

Products

Estimated Completion Date

Administrative Policies and Procedures	Ongoing
Contracts, Purchase Orders and Agreements	Ongoing
Recruitment and Employment Administration	Ongoing
Organizational Development and Compensation Administration	Ongoing
Employee Benefits Program Administration	Ongoing
Summer High School Intern Programs	June – September 2020
Compliance Monitoring (all programs)	Ongoing
General Services Support	Ongoing
Facilities Administration	Ongoing
Annual submittal of Caltrans form 9-B	July 2020
DBE Semi- annual Progress Reports	April 2020/ October 2020
Business Insurance Renewal	September 2020

*** Included as part of ICAP**

Work Element 1154: Graphics Services

Description

MTC's graphics staff provides graphic, artistic and technical support to MTC for presentation in print publications, maps, and documents, PowerPoint presentations, video, photography and on the Web.

Ongoing tasks:

- Designing and producing MTC publications: (e.g., Plan Bay Area, Statistical Summary of Transit Operators, Annual Report to Congress and Annual Report to State Legislature)
- Incorporating GIS data into maps for the web, in publications and for display at meetings
- Creating PowerPoint presentations for internal and public meetings
- Designing and producing data graphics for use at meetings or in publications.
- Designing and producing MTC newsletters (e.g., Street Talk)
- Creating maps and presentation materials for outreach meetings
- Maintaining a comprehensive catalog of MTC's photo resources
- Creating and maintaining pages on MTC's website
- Shooting still photos and video at events and of transportation subjects
- Editing video and creating motion graphics for video presentation
- Developing new systems for making forms available to staff online

Products

Website maintenance
Other graphics products

Estimated Completion Date

Daily
As required

*** Included as part of ICAP**

Work Element 1161: Information Technology Services

Description

Provide ongoing strategy, operation, maintenance and enhancement of computer, communication and information systems as an essential support function to enable MTC to accomplish its objectives. This task includes support and training for all MTC staff, on-going evaluation of developments in information technology, and development of implementation plans to incorporate new elements as required.

Acquisition, implementation and maintenance of new information technology systems, software, and services are another important support task. This includes development of applications that support business. Functions include upgrading the hardware and software underlying the Web site and installing more sophisticated systems to manage the Web-based information more effectively.

Ongoing tasks:

- Operation, maintenance and upgrade of desktop computers, network, information systems and other communication devices.
- Network security assessment and remediation
- Coordinate information technology planning and services with ABAG including GIS, network security, and disaster recovery, among others
- Audio/Visual and Multimedia support including Webcast of Commission and committee meetings
- Records management policy implementation
- Application development and customization for business systems
- Design of regional mapping & wayfinding strategies and systems

Products

Records management program
Application development projects
Business analysis and process automation
End user support (help desk)
Software/hardware acquisition
IT Infrastructure maintenance
Enterprise security program
MTC Web site infrastructure management
Regional mapping & wayfinding

Estimated Completion Dates

On-going
On-going
On-going
On-going
On-going
On-going
On-going
On-going
On-going

*** Included as part of ICAP**

Work Elements 1130: Legislation and Public Affairs

Objectives

This subcategory provides for monitoring, analyzing, proposing and evaluating legislation and regulations that affect MTC. In addition, this subcategory provides for advocacy activities before state and federal legislative bodies or representatives. Further, it covers MTC's efforts to inform and involve the public in MTC's key initiatives, decisions and operational project's activities.

Major Tasks

- **Develop an Effective Legislative Program**
- **Advocate Legislative Programs**

Major Products to be delivered in FY 2020-21	Estimated Completion Dates
Annual Report to Sacramento delegation	Winter 2020
Annual Report to Congressional Delegation	Winter 2020

Work Element 1131: Develop an Effective Legislative Program

Description

MTC researches, analyzes and monitors state and federal legislation for its impact on Bay Area transportation and MTC's overall long-range planning objectives. MTC staff works with other local, regional and statewide organizations to advance our priorities. MTC staff develops legislative positions and proposals, obtains Commission approval, and advocates our positions and proposals to the appropriate legislative bodies. Advocacy includes visits between staff and Commissioners and state and federal elected officials and members of the state and federal executive branch. No state or federal funding is used to support advocacy programs.

Major Tasks

- Legislative Program
- Monitor changes to federal and state legislation and regulations and disseminate information to the Commission and the public
- 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 fund programming reform
 - Climate change related legislation
 - Affordable housing 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, the State Legislature, and related agencies
- Coordinate agency efforts in legislative strategies related to current and future federal surface transportation programs and legislation, and state funding and project delivery reforms.
- Actively participate in state and national forums involving the formation of legislative and regulatory proposals

Products

Legislative History
Fact Sheets, Issue Papers
Updates on Bay Area transportation and related issues
Legislative and regulatory evaluations
Legislative Action Alerts
Annual Report to Congressional Delegation

Estimated Completion Date

Monthly
As required
As required
As required
As required
Winter 2020

Not funded through the OWP process

Work Element 1132: Advocate Legislative Programs

Description

To achieve these objectives, MTC staff develops legislative positions and proposals, obtains Commission approval, and advocates our positions and proposals to the appropriate legislative bodies. Advocacy includes visits between staff and Commissioners and state and federal elected officials. No state or federal funding is used to support advocacy programs.

Ongoing tasks:

- Develop legislative programs and proposals
- Develop and advocate positions on:
 - Funding for Bay Area transportation projects and programs
 - State and federal fund programming reform
 - Climate change related legislation
 - Affordable housing related legislation
 - Structural reforms to ensure adequate and predictable funding for transportation infrastructure
- FSP and operational program funding
- Address funding shortfalls
- Prepare legislative action alerts and testimony
- Provide content for and keep updated the legislative portion of MTC's Web site
- Represent MTC before Congress, U.S. DOT, the State Legislature, and related agencies
- Coordinate agency efforts in legislative strategies related to current and future federal surface transportation programs and legislation, and state funding and project delivery reforms.
- Utilize staff and consultants to actively participate in state and national forums involving the formation of legislative and regulatory proposals.

Products

Legislative Action Alerts
Annual Report to Sacramento Delegation
Annual Report to Congressional Delegation

Estimated Completion Date

As required
Winter 2020
Winter 2020

Not funded through the OWP process

Work Element 1230: Highway and Arterial System Management

Objectives

MTC improves the overall efficiency of freeway and arterial routes through its MTC SAFE call box and FSP, freeway performance, incident management, and arterial operations programs. MTC works in close collaboration and partnership with Caltrans District 4 and Headquarters, the owner and operator of the State Highway System, to improve and better manage highway operations, improvements and maintenance as well as monitoring and performance.

Major Tasks

- **SAFE Regional Freeway Assist System**
- **SAFE Freeway Service Patrol (FSP)**

Major Products To Be delivered in FY 2020-21	Estimated Completion Dates
Annual SAFE operating budget	Spring
Provide freeway patrol service on 550 miles of freeway	Ongoing
Provide support to the Local Streets & Roads Committee	Monthly
Reports on call box system usage and operation	Monthly
TETAP and RSTP projects and services	Ongoing

All SAFE activities are not funded by CPG Grants

Work Element 6031: SAFE Regional Freeway Assist System

Description

In 1988 the Commission became the Service Authority for Freeways and Expressways (SAFE) and installed call boxes in the nine Bay Area counties. This call box network has been paired down and is supplemented by the Freeway Assist System. The Freeway Assist System allows a motorist to use their cell phone to obtain freeway assistance by dialing 511 to reach the same call answering center that is used for all call boxes. The MTC SAFE partners with Caltrans to install new call boxes as needed and to develop other motorist aid systems. Freeway Assist is linked to the California Highway Patrol (CHP), as well as regional call box answering services. SAFE monitors program performance to ensure a timely response to users and keep boxes in service with timely maintenance.

Ongoing tasks:

- Replace system components to extend the life of the call boxes and reduce maintenance costs
- Manage ongoing call box operations and maintenance
- Provide access to call boxes for mobility and speech/hearing impaired motorists
- Provide staff support (analysis, documentation, reports) for MTC SAFE and California SAFE
- Continue to implement Freeway Assist service using the 511 phone system
- Modify call box system to increase spacing on the bridges and to standardize the call box signs to a similar size on the bridges and rural areas.

Products

Reports on call box system usage and operation
Status reports on call box maintenance and operations
Present budgets, expenditures, reports to SAFE Board

Estimated Completion Date

Monthly
Monthly
Quarterly

No CPG funds used

Work Element 6032: SAFE Freeway Service Patrol (FSP)

Description

MTC, CHP and Caltrans initiated FSP service in late August 1992 on one beat covering 10 miles of congested freeway with three trucks. Since that time, service has been expanded to 77 trucks covering approximately 440 centerline miles of freeway. Each month, these roving trucks provide over 9,000 assists which including removing debris, providing free gas, and quick mechanical fixes to disabled vehicles.

Ongoing tasks:

- Administer contracts with private tow contractors
- Analyze performance data to ensure program resources are allocated efficiently
- Provide temporary service in construction zones on major freeway projects as requested by the State
- Evaluate existing communication system including fleet management equipment and radio system to develop a strategic plan for system replacement
- Develop program budget and assure proper revenue and expenditure tracking

Products**Estimated Completion Date**

Provide freeway patrol service

Ongoing

Present budgets, expenditures, reports to SAFE Board

Quarterly

Provide data on Bay Area Traffic conditions for public use

As needed

No CPG funds used

Work Element 1250: Bay Area Toll Authority

Objectives

To manage the Bay Area Toll Authority (BATA) and associated responsibilities, including a cooperative agreement with Caltrans for its operation and maintenance of the state-owned Bay Area toll bridges, the planning, design and construction of improvements to those bridges, and preparation and adoption of a long-range plan. The planning activities are part of the BATA budget approved separately by BATA.

Major Tasks

- **Project Management**
- **BATA Lane Operations and Toll Collection**
- **BATA Administration**
- **BATA Finance**
- **Regional Measure 2**
- **Implement the Regional Express Lanes Network**
- **Express Lanes - Operating**

Major Products To Be delivered in FY 2020-21	Estimated Completion Dates
Program Project Monitoring report	Monthly
Annual Toll Bridge Report to the Legislature	Fall 2020
Audit of toll revenues and expenditures	Fall 2020

Not funded by CPG Grant

Work Element 1251: Project Management

Description

On January 28, 1998, State law created the Bay Area Toll Authority (BATA). BATA was initially created to oversee the base toll and implementation of Regional Measure 1 projects. Since 1998, the voters added \$1.5 billion to the Regional Measure 2 program and the State added administration of the \$6.2 billion bridge seismic retrofit program.

Ongoing tasks:

- Coordinate, budget, and deliver Caltrans and BATA operating and maintenance activities
- Coordinate the budget, and delivery of the Toll Bridge Rehabilitation Plan with Caltrans, including oversight and direct project delivery
- Maintain the toll plazas and toll collection systems
- Support other toll related projects and activities

Products

Annual Capital Budget
Toll Bridge Rehabilitation Projects

Estimated Completion Date

On-going
On-going

Not funded by CPG Grant

Work Element 1252: BATA Lane Operations and Toll Collection

Description

In 2005, BATA completed the contract process for a new joint Regional Customer Service Center (RCSC) with the Golden Gate Bridge, Highway and Transportation District (GGBHTD). A major software upgrade was completed in 2014 and the RCSC was relocated to MTC's new Bay Area Metro center in 2016. The RCSC currently processes transactions for BATA, GGBHTD, the San Francisco Airport and regional Express Lanes including BAIFA's new Express Lane on I-680 from San Ramon to Walnut Creek.

In 2005, BATA began its operations and maintenance oversight of the Caltrans installed toll collection system at the seven state-owned toll bridges. In 2013, BATA completed a system upgrade utilizing new toll equipment and software. BATA staff maintain the data network which transfers information from in-lane equipment to intermediate server room locations and then on to MTC's location in San Francisco.

Additionally, BATA provides funding for manual toll collection provided by Caltrans Staff.

Ongoing tasks:

- Administer contract for the operation of the Regional Customer Service Center
- Manage and operate the Regional Customer Service Center
- Process violations for the BAIFA Express Lanes at the Regional Customer Service Center
- Administer contract for operations and maintenance of toll equipment at the seven state-owned bridges
- Complete upgrade of toll collection equipment to support new toll system protocol in 2020
- Implement All-Electronic Tolling at the seven state-owned toll bridges, starting with Carquinez
- Manage BATA network infrastructure
- Manage manual toll collection budget with Caltrans staff

Products

Bay Area Toll Bridge Program FY 2020-21 Budget
Regular maintenance of ATCAS toll system
Violation processing at the RCSC
Toll Tag Distribution

Estimated Completion Date

July 2020
Ongoing
Ongoing
Ongoing

Not funded by CPG Grant

Work Element 1253: BATA Administration

Description

The toll revenue for which BATA has management responsibility derives from tolls collected on the seven state-owned Bay Area toll bridges and is used to support the following:

- Toll bridge operations and administration
- Toll bridge maintenance
- Toll bridge rehabilitation and operational improvement projects
- Toll-funded transit programs
 - AB 664 Net Revenues (public transportation capital support)
 - 90 percent Regional Rail Reserves (public transportation capital support)
 - 2 percent Transit Transfers (public transportation capital and operating support)

Ongoing tasks:

- Bridge toll revenue allocation policy.
- Annual financial report of state-owned toll bridges.
- Toll schedule for Bay Area bridges
- Programming and annual allocations of net bridge toll revenues
- BATA-Caltrans Cooperative Agreement

Products

Financial planning and policy documents

Estimated Completion Date

As required

*** Included as part of ICAP**

Work Element 1254: BATA Finance

Description

The effective and prudent administration and investment of funds held in the Bay Area Toll Account for all toll bridge and toll-funded public transportation purposes

Ongoing tasks:

- Consolidation of the toll revenue, analysis, and reporting
- Produce BATA financing documents
- Manage Bay Area Toll Account, including investment of funds, financial reporting and audits
- Financial planning and modeling for investment of Bay Area Toll Account funds, including preparation of information necessary for issuance of debt instruments (if warranted) to assure funding of bridge projects

Products

Bay Area Toll Account investment reports
Annual Toll Bridge Report to the Legislature
Audit of toll revenues and expenditures
Financial Reports
BATA Audit

Estimated Completion Date

Monthly
Annually
Monthly
Monthly
Annually

Not funded by CPG Grant

Work Element 1255: Regional Measure 2

Description

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00 to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance and capital projects and programs eligible to receive RM2 funding.

The Bay Area Toll Authority (BATA) is responsible for the collection of the bridge tolls and MTC is responsible for administering the Regional Measure 2 program. BATA's Long Range Plan was updated in December 2006 to incorporate the Regional Measure 2 projects and subsequent revisions include revisions to the RM2 program. MTC annually adopts an RM2 Operating Program which identifies routes that will be funded with RM2 operating funds.

In 2013, a Delivery Strategy program was undertaken to address RM2 capital projects that have experienced delivery challenges. Project sponsors submitted plans for delivering a usable segment, and through 2014 staff worked with the Commission to address these plans, which in some cases included shifting funds to other eligible projects through a public hearing process in May 2014. Monitoring of these projects will continue through FY20.

Ongoing tasks:

- Project reviews
- Invoice review
- Progress reporting
- Project allocations (capital and operating)
- Performance assessment against performance measures for operating projects

Products	Estimated Completion Date
Project and Program Allocations	As required
Capital Program Progress Report to Commission http://mtc.legistar.com/gateway.aspx?M=F&ID=26012750-efda-4078-b11a-9b1299b884df.pdf	Semi-Annual / Annual
Operating Program Performance Review http://mtc.legistar.com/gateway.aspx?M=F&ID=7c6266c5-af4a-4a3f-b965-d29de5ea78fb.pdf	Annual
Adoption of Annual Operating Program http://mtc.legistar.com/gateway.aspx?M=F&ID=2a497f2d-cbed-48ce-840a-928d03c4e117.pdf	Annual

Not funded by CPG Grant

Work Element 6840: Implement the Regional Express Lanes Network

A. Project Description

Description

- Plan Bay Area, the region's long range transportation plan, includes a 550-mile network of express lanes (or high occupancy toll lanes).
- This network will: improve mobility by providing travelers with another travel option; maximize the efficiency of existing and planned facilities; generate revenue to build and complete the express lane network, improving connectivity; and support transit and ridesharing by creating reliable travel corridors for bus riders and carpoolers.
- MTC's 270-mile share of the network is being developed by converting 150 miles of existing HOV lanes to express lanes and building new segments to close gaps in the existing system on some 120 miles. The remaining 280 miles of the regional network are to be built and operated by other public agencies.
- In 2011, the CTC found MTC eligible to implement express lanes on portions of Ala/CC/Sol-80, Ala-880, CC-680, SR-92 and SR-84.
- In 2013, MTC delegated its authority to implement and operate express lanes to the Bay Area Infrastructure Financing Authority (BAIFA), a joint powers authority between MTC and the Bay Area Toll Authority (BATA).
- BAIFA coordinates with BATA, Caltrans, CHP and CMAs.
- Project development and construction is 100% locally funded.
- BAIFA follows a rigorous performance management process including ongoing schedule, risk and change management analysis to deliver quality projects as quickly and cost-effectively as possible. BAIFA reports program progress to the public on a quarterly basis (see mtc.ca.gov/express-lanes).

B. Accomplishments

Objectives

Deliver express lanes under MTC's statutory authority.

Accomplishments

Recent accomplishments include:

- Ala-880 final PS&E documents approved by Caltrans (March 2017)
- CC-680 Southern Segment civil construction completed (May 2017)
- Regional Operations Center buildout completed (May 2017)
- Backhaul fiber optic communications installation between San Ramon and Martinez completed (June 2017)
- Ala-880 civil construction contract awarded (July 2017) and construction began (September 2017)
- CC-680 Southern Segment toll system opened (October 2017)
- CC-680 Northern Segment final PS&E documents completed (October 2017)
- Ala-880 toll system design approved by Caltrans (March 2018) and installation began (September 2018)
- Express Lanes Program Advisor contract awarded (January 2018)
- Sol-80 final PS&E documents approved by Caltrans (March 2018)
- CC-680 Northern Segment civil construction contract awarded (July 2018) and construction began (October 2018)
- Toll Facility Ordinance amended for Ala-880 (January 2020)
- Procurements and resulting contracts
- PA/ED Documents

Work Products

- PS&E Documents
- Functioning toll system
- Completed civil improvements
- Public outreach materials
- BAIFA Committee memos, presentations, etc.

C. Work Plan (FY 2020-21) *

Work will continue buildout of the express lanes network.

Task No.	Task Description	Work Products	Start Date	End Date
1.	Perform program management for BAIFA's Express Lanes such as: <ul style="list-style-type: none"> • Organizational/Staffing Analysis • Financial Analysis • Schedule Analysis • Risk Analysis • Change Management • Partner agency coordination • Toll policy coordination, etc. 	<ul style="list-style-type: none"> • Technical memos or reports Project Schedules Risk Registers Change Control Documents Quarterly Reports 	07/01/20	06/30/21
2.	Perform public outreach and education for project delivery.	<ul style="list-style-type: none"> • Website updates Research Outreach plans Materials Media buys 	07/01/20	06/30/21
3.	Manage civil and backhaul communications construction for Ala-880.	<ul style="list-style-type: none"> • Civil improvements Fiber optic cable network 	07/01/20	09/30/20
4.	Manage toll system installation and testing on Ala-880.	<ul style="list-style-type: none"> • Toll system improvements Testing results 	07/01/20	09/30/20
5.	Coordinate with BATA on toll system testing and future technology.	<ul style="list-style-type: none"> • Technical memos and various other materials 	07/01/20	06/30/21
6.	Manage civil construction for CC-680 Northern Segment.	<ul style="list-style-type: none"> • Civil improvements 	07/01/20	06/30/21
7.	Manage toll system installation and testing on CC-680 Northern Segment.	<ul style="list-style-type: none"> • Toll system improvements Testing results 	07/01/20	06/30/21
8.	Procure and award civil construction contract for Sol-80 (if funding materializes).	<ul style="list-style-type: none"> • Procurement documents Contract 	07/01/20	06/30/21
9.	Coordinate with CMAs, Caltrans and CHP on planning and design of express lanes (ESC, PIWG, other meetings).	<ul style="list-style-type: none"> • Staff reports Presentation materials Meeting agendas and notes 	07/01/20	06/30/21
10.	Prepare program delivery items for BAIFA policy board review and approval.	<ul style="list-style-type: none"> • Staff reports Presentation materials Meeting agendas and notes 	07/01/20	06/30/21

11.	Attend and present on express lanes delivery at meetings of transportation agencies, local jurisdictions and others as requested.	<ul style="list-style-type: none"> Staff reports Presentation materials Meeting agendas and notes 	07/01/20	06/30/21
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*No work is funded with Consolidated Planning Grants. All work is funded with other sources.

D. Anticipated Future Activities (FY 2021-22)

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|--------------------------------------|--|
| Anticipated Future Activities | <ul style="list-style-type: none"> ▪ Continue coordination with Caltrans, CHP and CMAs on project planning, development and implementation. ▪ Continue civil and toll system project development according to phasing priorities established by BAIFA for CC-680 Northern Segment and Sol-80. ▪ Pursue project development activities for gap closure segments. |
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Not Funded by CPG Grant

Work Element 6860: Express Lanes - Operating

A. Project Description

- Description**
- Plan Bay Area, the region's long range transportation plan, includes a 550-mile network of express lanes (or high occupancy toll lanes).
 - This network will: improve mobility by providing travelers with another travel option; maximize the efficiency of existing and planned facilities; generate revenue to build and complete the express lane network, improving connectivity; and support transit and ridesharing by creating reliable travel corridors for bus riders and carpoolers.
 - MTC's 270-mile share of the network is being developed by converting 150 miles of existing HOV lanes to express lanes and building new segments to close gaps in the existing system on some 120 miles. The remaining 280 miles of the regional network are to be built and operated by other public agencies.
 - In 2011, the CTC found MTC eligible to implement express lanes on portions of Ala/CC/Sol-80, Ala-880, CC-680, SR-92 and SR-84.
 - In 2013, MTC delegated its authority to implement and operate express lanes to the Bay Area Infrastructure Financing Authority (BAIFA), a joint powers authority between MTC and the Bay Area Toll Authority (BATA).
 - BAIFA coordinates with BATA, Caltrans, CHP and CMAs.
 - Operations is 100% locally funded.
 - In support of the California Planning Emphasis Areas, BAIFA follows a rigorous performance management process to ensure its express lanes are safe, reliable and help mitigate congestion. BAIFA conducts on-going performance monitoring to make sure the lanes meet federal performance standards. At a minimum, BAIFA reports express lane performance data to the public on a quarterly basis (see <https://mtc.ca.gov/our-work/plans-projects/major-regional-projects/mtc-express-lanes>), and will publish a Before/After Study.

B. Accomplishments

- Objectives** Operate express lanes under MTC's statutory authority.
- Accomplishments** Recent accomplishments include:
- Adopted a toll ordinance governing BAIFA express lanes (July 2016).
 - Conducted 'go live' operations exercises and public outreach for the I-680 Contra Costa Express Lanes (June-December 2017).
 - Opened the I-680 Contra Costa Express Lanes (October 9, 2017).
 - Monitored and reported on I-680 express lanes performance (October 2017 to present)
 - Approved a CHP contract amendment to fund HOV occupancy enforcement on I-680 and future I-880 express lanes until June 2020 (November 2018).
 - Executed an Express Lanes Operations & Maintenance Agreement with Caltrans (December 2018)
- Work Products**
- Toll ordinance updates
 - Standard operating procedures
 - Public outreach and education materials
 - Website updates (expresslanes.511.org)
 - Performance reports

- BAIFA Committee memos, presentations, etc.
- Concept of Operations updates (if needed)

C. Work Plan (FY 2019-20) *

Work will continue operations and maintenance of express lanes.

Task No.	Task Description	Work Products	Start Date	End Date
1.	Prepare for and open the I-880 Express Lanes to traffic and operate and maintain the lanes.	<ul style="list-style-type: none"> Standard Operating Procedures Maintenance logs 	07/01/20	06/30/21
2.	Operate and maintain the I-680 Contra Costa Express Lanes.	<ul style="list-style-type: none"> Standard Operating Procedures Maintenance logs 	07/01/20	06/30/21
3.	Track and report on express lanes performance.	<ul style="list-style-type: none"> Quarterly Reports Before/After Studies 	07/01/20	7/01/21
4.	Perform general public outreach and education to support operations, with a focus on I-880 opening given the variety of operational changes (access restrictions, hours, HOV3 free/HOV2 50% discount, new CAV toll tags/discount policy, etc.).	<ul style="list-style-type: none"> Website Research Outreach plans Materials Media buys 	07/01/20	07/01/21
5.	Coordinate with Caltrans and CHP on maintenance, incident management and enforcement.	<ul style="list-style-type: none"> Staff reports Presentation materials Meeting agendas and notes 	07/01/20	07/01/21
6.	Update the Concept of Operations (if needed).	<ul style="list-style-type: none"> ConOps document 	07/01/20	07/01/21
7.	Prepare operations-related items for BAIFA policy board review and approval.	<ul style="list-style-type: none"> Staff reports Presentation materials Meeting agendas and notes 	07/01/20	07/01/21
8.	Attend and present on express lanes operations at meetings of transportation agencies, local jurisdictions and others as requested	<ul style="list-style-type: none"> Staff reports Presentation materials Meeting agendas and notes 	07/01/20	7/01/21

*No work is funded with Consolidated Planning Grants. All work is funded with other sources.

D. Anticipated Future Activities (FY 2021-22)

- Anticipated Future Activities**
- Operate the I-880 and I-680 Contra Costa Express Lanes, monitor performance and respond to issues in coordination with CT and CHP, as needed.
 - Track and report on express lanes performance.
 - Perform general public outreach to educate the public on how to use the lanes and encourage use of FasTrak and FasTrak Flex toll tags.
 - Respond to requests from the public and the media.
 - Coordinate HOV occupancy enforcement by CHP.

Not Funded by CPG Grant

Work Element 1221: Implement and Coordinate Clipper® Operations

Description

The purpose of this work element is to improve fare collection operations for transit agencies and provide transit riders with convenient, secure and reloadable fare payment media that can be used on 22 Bay Area transit operators.

Clipper® historically has used smart card technology to enable transit riders to pay their fares on participating transit operators. Clipper® is currently accepted for payment on AC Transit, BART, Caltrain, City Coach, County Connection, FAST, Golden Gate Transit and Ferry, Marin Transit, Muni, Petaluma Transit, SamTrans, San Francisco Bay Ferry, Santa Rosa CityBus, SMART, SolTrans, Sonoma County Transit, Tri Delta Transit, Union City Transit, Vine, VTA, WestCAT and Wheels. Clipper® customers can purchase and load value to their card in the form of cash value, which is deducted on a pay-per-ride basis and accepted by all participating agencies and passes that are valid for travel on specific transit systems. During Fiscal Year 2020-21, MTC is launching Clipper® START, a means-based transit fare pilot that will leverage Clipper® technology to provide discounted fares to eligible low-income transit riders. The program includes establishment of both a clearinghouse to ensure that funds collected are returned to transit operators where the card was used and a distribution network to ensure that all Bay Area transit riders have convenient access to the Clipper® cards and value. Specifically, MTC is implementing, through a design-build-operate-maintain (DBOM) contract with Cubic Transportation Systems, Inc. (Cubic) three main systems:

1. Operator systems that encompass all front-end fare acceptance equipment and all back-end systems required to process Clipper® transactions;
2. Distribution systems that encompass all Clipper® card and value distribution locations, partnerships with employer transit benefit programs and partnerships with other agencies that provide transit value, i.e. universities and social services agencies; and
3. The Clipper® Service Bureau, which has four broad functions: data collection and reconciliation, financial settlement and reporting, customer service, and maintenance.

Ongoing tasks:

- Management of DBOM contract with Cubic through an extension period that could last until November 2024
- Clipper® operations including card and value distribution services, customer service and education, website operations, financial settlement, and maintenance (ongoing)
- Data analysis to assist MTC and transit operators with planning and decision-making
- Asset management to ensure device availability as transit operators expand or modify their vehicle fleets and facilities
- Technical issue resolution
- Monitor transit operator compliance with regional fare payment policies outlined in MTC Resolution No. 3866

Products	Estimated Completion Dates
Clipper® Phase III	2013
System Acceptance	2012

Final Acceptance	2012
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No CPG funds used

Not funded by CPG

Work Element 2780: Implement Next Generation Clipper® System

Description

The purpose of this work element is to implement a new regional fare payment system that allows Bay Area transit riders to seamlessly transition from the current card-base Clipper® smart card system to an account-based payment system.

Clipper® is accepted for payment on AC Transit, BART, Caltrain, City Coach, County Connection, FAST, Golden Gate Transit and Ferry, Marin Transit, Muni, Petaluma Transit, SamTrans, San Francisco Bay Ferry, Santa Rosa CityBus, SMART, SolTrans, Sonoma County Transit, Tri Delta Transit, Union City Transit, Vine, VTA, WestCAT and Wheels. As of fall 2019, the Clipper® fare payment system is processing \$60 million in transit revenue each month and 865,000 fare payment transactions every weekday. However, the system's equipment and network infrastructure are obsolete and need to be replaced. In fall 2018, MTC executed a design-build-operate-maintain (DBOM) contract with Cubic Transportation Systems, Inc. (Cubic) to serve as system integrator in the implementation of the new Clipper® system. To support the next-generation system, MTC also will procure a customer service center contractor to provide telephone, email and other customer support services; a payment gateway contractor to enable the processing of credit and debit card transactions; and one or more fare media contractors to supply and distribute physical fare media (i.e., extended use and limited use smart cards). The new Clipper® system will maintain the strengths of the current program, and feature improvements such as a mobile app that enables transit riders to pay fares by tapping their smartphone, near real-time communications between Clipper® equipment and the back office system, better data reporting, and integration with more transportation services.

Ongoing tasks:

- Management of System Integrator DBOM contract with Cubic
- Procurement of customer service center, payment gateway and fare media contractors
- Design document review
- Test witnessing
- Developing plans to facilitate the transition to the next-generation Clipper® system
- Coordination with the Clipper Executive Board and transit operators to assist with program management and decision-making

Products	Estimated Completion Dates
Accelerated Deployment Package 1 – Frequent Actionlists	2020
Accelerated Deployment Package 2 – New Retail and Fare Collection Equipment	2022
Accelerated Deployment Package 3 – Mobile App	2020
Account-Based System Revenue Ready	2022
System Transition	2023
System Completion	2024

No CPG funds used

MTC BUDGET SUMMARY

FY 2020-21

FY 2020-21 Total Overall Work Program Direct Services Project Expenditure Estimates - DRAFT					
	Total Budget	Salaries, Benefits	Indirect Services	Other Operating	Consultant
Planning Funds					
1110 Commission and Advisory Committees	1,135,499	724,817	410,682	-	-
1113 Support the Partnership Board	1,032,788	659,254	373,534	-	-
1114 Support Policy Advisory Council	102,711	65,563	37,148	-	-
1120 Planning Emphasis Areas	63,405,041	11,333,393	6,421,509	121,400	45,528,739
1121 Regional Transportation Plan/Sustainable Communities	5,307,056	2,636,321	1,493,740	9,400	1,167,595
1122 Analyze Regional Data Using GIS and Planning Models	8,091,746	3,372,843	1,911,053	-	2,807,850
1124 Regional Goods Movement	-	-	-	-	-
1125 Active Transportation Planning	891,201	361,420	204,781	-	325,000
1127 Regional Trails	3,425,686	941,988	533,731	12,000	1,937,967
1128 Resilience and Hazards Planning	299,962	172,323	97,639	-	30,000
1129 Economic Development and Forecasting	144,318	60,205	34,113	50,000	-
1212 Performance Measurement and Monitoring	269,547	28,435	16,112	-	225,000
1311 Means Based Fare Program	11,283,270	113,642	64,390	-	11,105,238
1312 Support Title VI and Environmental Justice	62,881	40,138	22,743	-	-
1313 Sustainable Communities and Climate Resilience for People with Disabilities	305,864	-	-	-	305,864
1412 Transportation Conformity and Air Quality Planning	323,729	206,644	117,085	-	-
1413 Climate Initiatives	12,949,987	494,693	280,294	-	12,175,000
1416 State Route 37 Resilient Corridor Program for Marin and Sonoma	600,000	-	-	-	600,000
1520 BART Metro 2030 and Beyond	529,559	-	-	-	529,559
1611 Regional Growth Framework Planning and Implementation	13,609,999	307,885	174,448	-	13,127,666
1612 BARC Regional Climate Mitigation and Adaptation Planning	866,674	462,577	262,097	-	142,000
1615 Connecting Housing and Transportation	4,393,562	2,134,279	1,209,283	50,000	1,000,000
1616 Regional Advance Mitigation Program (RAMP)	50,000	-	-	-	50,000
1130 Legislation and Public Affairs	5,838,616	3,278,830	1,857,786	157,000	545,000
1112 Implement Public Information Program and Tribal Government Coordination	5,514,887	3,072,186	1,740,701	157,000	545,000
1156 Library Services	323,729	206,644	117,085	-	-
1510 Support Regional Transportation Investments	12,778,853	3,443,392	1,951,028	36,000	7,348,433
1223 Support Transportation Managements System Program	6,543,540	716,481	405,959	26,100	5,395,000
1511 Conduct Financial Analysis and Planning	607,904	388,040	219,864	-	-
1512 Federal, Programming, Monitoring and TIP Management	2,562,307	1,629,265	923,142	9,900	-
1517 Transit Sustainability Planning	3,065,102	709,606	402,063	-	1,953,433
Total Planning Funds	83,158,009	18,780,432	10,641,005	314,400	53,422,172
Funded By Grants					
1120 Planning Emphasis Areas	875,394	383,246	217,148	-	275,000
1310 Access and Mobility Planning and Programs	812,513	343,108	194,405	-	275,000
1618 Affordable Mobility Pilot Program (CARB)	62,881	40,138	22,743	-	-
1220 Traveler Coordination and Information Systems	17,734,151	1,509,739	855,419	7,500	15,361,493
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	3,769,553	186,110	105,450	7,500	3,470,493
1223 Transportation Asset Management (TAM) Program	6,696,649	392,984	222,665	-	6,081,000
1224 Implement Regional Traveler Information Services	7,267,949	930,645	527,304	-	5,810,000
1230 Improve Highway Arterial Operations & Management	16,964,047	2,093,837	1,186,369	25,500	13,658,341
1234 Arterial and Transit Management	4,903,794	366,267	207,527	-	4,330,000
1235 Implement Incident Management Program	4,176,360	411,341	233,066	-	3,531,953
1237 Freeway Performance Initiative	1,189,854	743,236	421,118	25,500	-
1238 Technology-Based Operations & Mobility	6,694,039	572,993	324,658	-	5,796,388
1510 Support Regional Transportation Investments	2,318,933	1,227,328	695,405	-	396,200
1514 Regional Assistance Programs & Project Reviews	613,907	258,462	146,445	-	209,000
1515 State Programming, Monitoring and STIP Development	1,705,026	968,866	548,960	-	187,200
Total Funded By Grants	37,892,525	5,214,150	2,954,341	33,000	29,691,034
Administration					
1150 Agency Management	4,185,360	-	-	-	4,185,360
1152 Financial Management	824,860	-	-	-	824,860
1153 Administration and Facilities Services	650,000	-	-	-	650,000
1161 Information Technology Services	2,710,500	-	-	-	2,710,500
Total Administration	4,185,360	-	-	-	4,185,360
TOTAL MTC BUDGET	125,235,894	23,994,582	13,595,346	347,400	87,298,566
1130 Legislation and Public Affairs	1,873,215	752,722	426,493	-	694,000
1230 Highway and Arterial System Management (SAFE)	487,390	-	487,390	-	-
1250 Bay Area Toll Authority	9,090,349	-	9,090,349	-	-
Total not federally funded	11,450,954	752,722	10,004,232	-	694,000
MTC Total Expenditures for OWP Purposes	136,686,848	24,747,304	23,599,578	347,400	87,992,566
Total Expenditures for OWP Purposes	136,686,848	24,747,304	23,599,578	347,400	87,992,566

	TOTAL BUDGET	(1) FHWA PL FY 20-21 Fund Sc# 1109	(2) FTA 5303 FY 20-21 Fund Sc# 1602	SB 1 Formula Funds FY 20-21 Fund Sc# XXXX	(3) FHWA PL FY 19-20 C/O Fund Sc# 1109	(4) FTA 5303 FY 19-20 C/O Fund Sc# 1602	SHA SB1 FY 18-19 C/O Fund Sc# 2213	SB1 Formula Funds FY 19-20 C/O Fund Sc# 2215
	REVENUE							
1110 Commission and Advisory Committees	1,135,499	575,000	-	-	-	-	-	-
1113 Support the Partnership Board	1,032,788	575,000						
1114 Support Policy Advisory Council	102,711							
1120 Planning Emphasis Areas	63,405,041	3,414,741	2,083,569	2,106,140	1,909,831	1,209,870	270,781	494,960
1121 Regional Transportation Plan/Sustainable Communities	5,307,056	1,372,760	504,233	1,164,460	-	152,250		273,635
1122 Analyze Regional Data Using GIS and Planning Models	8,091,746	1,532,760	1,361,008		1,834,831	737,420		
1124 Regional Goods Movement	-							
1125 Active Transportation Planning	891,201	192,940	196,082		75,000	196,082		
1127 Regional Trails	3,425,686	293,980						
1128 Resilience and Hazards Planning	299,962							
1129 Economic Development and Forecasting	144,318	-			-	124,118		
1212 Performance Measurement and Monitoring	269,547	22,301	22,246					
1311 Means Based Fare Program	11,283,270							
1312 Support Title VI and Environmental Justice	62,881							
1313 Sustainable Communities and Climate Resilience for People with Disabilities	305,864						270,781	
1412 Transportation Conformity and Air Quality Planning	323,729	-	-					
1413 Climate Initiatives	12,949,987			830,132			-	
1416 State Route 37 Resilient Corridor Program for Marin and Sonoma Counties	600,000							
1520 BART Metro 2030 and Beyond	529,559							
1611 Regional Growth Framework Planning and Implementation	13,609,999			67,283				221,325
1612 BARC Regional Climate Mitigation and Adaptation Planning	866,674							
1615 Connecting Housing and Transportation	4,393,562	-	-		-			
1616 Regional Advance Mitigation Program (RAMP)	50,000			44,265				
1130 Legislation and Public Affairs	5,838,616	3,039,016	1,127,071	-	-	281,914	-	-
1112 Implement Public Information Program and Tribal Government Coordination	5,514,887	3,039,016	1,127,071		-	281,914		
1156 Library Services	323,729							
1510 Support Regional Transportation Investments	12,778,853	1,511,440	520,000	-	-	1,289,365	-	177,060
1223 Support Transportation Managements System Program	6,543,540		500,000			250,000		
1511 Conduct Financial Analysis and Planning	607,904	175,000	20,000					
1512 Federal, Programming, Monitoring and TIP Management	2,562,307	711,440	-		-	209,932		
1517 Transit Sustainability Planning	3,065,102	625,000	-	-		829,433		177,060
Total Planning Funds	83,158,009	8,540,197	3,730,640	2,106,140	1,909,831	2,781,149	270,781	672,020
Funded By Grants								
1120 Planning Emphasis Areas	875,394	-	-	-	-	-	-	-
1310 Access and Mobility Planning and Programs	812,513							
1618 Affordable Mobility Pilot Program (CARB)	62,881							
1220 Traveler Coordination and Information Systems	17,734,151	-	-	-	-	-	-	-
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	3,769,553							
1223 Transportation Asset Management (TAM) Program	6,696,649							
1224 Implement Regional Traveler Information Services	7,267,949							
1230 Highway and Arterial System Management	16,964,047	-	-	-	-	-	-	-
1234 Arterial and Transit Management	4,903,794							
1235 Implement Incident Management Program	4,176,360							
1237 Freeway Performance Program	1,189,854							
1238 Technology-Based Operations & Mobility	6,694,039							
1510 Support Regional Transportation Investments	2,318,933	-	-	-	-	-	-	-
1514 Regional Assistance Programs & Project Reviews	613,907							
1515 State Programming, Monitoring and STIP Development	1,705,026							
Total Funded By Grants	37,892,525	-	-	-	-	-	-	-
Administration								
1150 Agency Management	4,185,360	-	-	-	-	-	-	-
1152 Financial Management	824,860							
1153 Administration and Facilities Services	650,000							
1161 Information Technology Services	2,710,500							
TOTAL MTC BUDGET	125,235,894	8,540,197	3,730,640	2,106,140	1,909,831	2,781,149	270,781	672,020
1130 Legislation and Public Affairs	1,873,215							
	-							
1230 Highway and Arterial System Management (SAFE)	487,390							
	-							
1250 Bay Area Toll Authority	9,090,349							
Total not federally funded	11,450,954	-	-	-	-	-	-	-
Total Revenues for OWP Purposes	136,686,848	8,540,197	3,730,640	2,106,140	1,909,831	2,781,149	270,781	672,020
(1): FHWA PL T.C. Match \$979,561								
(2): FTA 5303 PL T.C. Match \$427,904								
(3): FHWA PL T.C. Match Est. C/O \$219,058								
(4): FTA 5303 PL T.C. Match Est. C/O \$318,998								

	TOTAL BUDGET	SB1 Formula Funds FY 18-19 C/O	SB 1 Adaptation FY 19-20 C/O	FTA 5304 FY 19-20 C/O	FTA 5304 FY 20-21	FTA 5310	STBGP	RM2 Op./Cap.
	REVENUE	Fund Sc# 2211	Fund Sc# 2218	Fund Sc# 1638	Fund Sc# XXXX		Various	
1110 Commission and Advisory Committees	1,135,499	-	-	-	-	-	-	-
1113 Support the Partnership Board	1,032,788							
1114 Support Policy Advisory Council	102,711							
1120 Planning Emphasis Areas	63,405,041	244,779	500,000	466,559	-	-	13,035,333	-
1121 Regional Transportation Plan/Sustainable Communities	5,307,056	244,779						
1122 Analyze Regional Data Using GIS and Planning Models	8,091,746							
1124 Regional Goods Movement	-							
1125 Active Transportation Planning	891,201							
1127 Regional Trails	3,425,686							
1128 Resilience and Hazards Planning	299,962							
1129 Economic Development and Forecasting	144,318							
1212 Performance Measurement and Monitoring	269,547							
1311 Means Based Fare Program	11,283,270							
1312 Support Title VI and Environmental Justice	62,881							
1313 Sustainable Communities and Climate Resilience for People with Disabilities	305,864							
1412 Transportation Conformity and Air Quality Planning	323,729							
1413 Climate Initiatives	12,949,987							
1416 State Route 37 Resilient Corridor Program for Marin and Sonoma	600,000		500,000					
1520 BART Metro 2030 and Beyond	529,559			466,559		-		
1611 Regional Growth Framework Planning and Implementation	13,609,999						13,035,333	
1612 BARC Regional Climate Mitigation and Adaptation Planning	866,674							
1615 Connecting Housing and Transportation	4,393,562						-	
1616 Regional Advance Mitigation Program (RAMP)	50,000							
1130 Legislation and Public Affairs	5,838,616	-	-	-	-	-	-	-
1112 Implement Public Information Program and Tribal Government Coordination	5,514,887							
1156 Library Services	323,729							
1510 Support Regional Transportation Investments	12,778,853	-	-	-	400,000	-	1,900,000	300,000
1223 Support Transportation Managements System Program	6,543,540						1,900,000	
1511 Conduct Financial Analysis and Planning	607,904							
1512 Federal, Programming, Monitoring and TIP Management	2,562,307							
1517 Transit Sustainability Planning	3,065,102				400,000	-		300,000
Total Planning Funds	83,158,009	244,779	500,000	466,559	400,000	-	14,935,333	300,000
Funded By Grants								
1120 Planning Emphasis Areas	875,394	-	-	-	-	208,687	-	-
1310 Access and Mobility Planning and Programs	812,513					208,687		
1618 Affordable Mobility Pilot Program (CARB)	62,881							
1220 Traveler Coordination and Information Systems	17,734,151	-	-	-	-	-	13,054,598	340,000
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	3,769,553						-	
1223 Transportation Asset Management (TAM) Program	6,696,649						6,546,649	
1224 Implement Regional Traveler Information Services	7,267,949						6,507,949	340,000
1230 Highway and Arterial System Management	16,964,047	-	-	-	-	-	8,352,094	-
1234 Arterial and Transit Management	4,903,794						1,823,794	
1235 Implement Incident Management Program	4,176,360						644,407	
1237 Freeway Performance Program	1,189,854						1,189,854	
1238 Technology-Based Operations & Mobility	6,694,039						4,694,039	
1510 Support Regional Transportation Investments	2,318,933	-	-	-	-	-	-	-
1514 Regional Assistance Programs & Project Reviews	613,907							-
1515 State Programming, Monitoring and STIP Development	1,705,026							
Total Funded By Grants	37,892,525	-	-	-	-	208,687	21,406,692	340,000
Administration								
1150 Agency Management	4,185,360	-	-	-	-	-	-	500,000
1152 Financial Management	824,860							
1153 Administration and Facilities Services	650,000							
1161 Information Technology Services	2,710,500							500,000
TOTAL MTC BUDGET	125,235,894	244,779	500,000	466,559	400,000	208,687	36,342,025	1,140,000
1130 Legislation and Public Affairs	1,873,215						-	
1230 Highway and Arterial System Management (SAFE)	487,390						-	
1250 Bay Area Toll Authority	9,090,349						-	
Total not federally funded	11,450,954	-	-	-	-	-	-	-
Total Revenues for OWP Purposes	136,686,848	244,779	500,000	466,559	400,000	208,687	36,342,025	1,140,000

	TOTAL BUDGET	Coastal Conservancy	STA	CMAQ	CARB/LCTOP	TFCA	STP PL/ (CMA's)	BAAQMD
	REVENUE							
1110 Commission and Advisory Committees	1,135,499	-	-	-	-	-	-	-
1113 Support the Partnership Board	1,032,788							
1114 Support Policy Advisory Council	102,711							
1120 Planning Emphasis Areas	63,405,041	2,000,000	6,384,500	12,000,000	4,720,738	-	2,180,221	346,670
1121 Regional Transportation Plan/Sustainable Communities	5,307,056							
1122 Analyze Regional Data Using GIS and Planning Models	8,091,746						1,783,221	
1124 Regional Goods Movement	-							
1125 Active Transportation Planning	891,201	-						
1127 Regional Trails	3,425,686	2,000,000						
1128 Resilience and Hazards Planning	299,962							
1129 Economic Development and Forecasting	144,318							
11212 Performance Measurement and Monitoring	269,547							
1311 Means Based Fare Program	11,283,270		6,384,500	-	4,720,738			
1312 Support Title VI and Environmental Justice	62,881							
1313 Sustainable Communities and Climate Resilience for People with Disabilities	305,864							
1412 Transportation Conformity and Air Quality Planning	323,729							
1413 Climate Initiatives	12,949,987			12,000,000				
1416 State Route 37 Resilient Corridor Program for Marin and Sonoma Counties	600,000							
1520 BART Metro 2030 and Beyond	529,559							
1611 Regional Growth Framework Planning and Implementation	13,609,999						223,666	
1612 BARC Regional Climate Mitigation and Adaptation Planning	866,674						173,334	346,670
1615 Connecting Housing and Transportation	4,393,562							
1616 Regional Advance Mitigation Program (RAMP)	50,000							
1130 Legislation and Public Affairs	5,838,616	-	-	-	-	-	-	-
1112 Implement Public Information Program and Tribal Government Coordination	5,514,887							
1156 Library Services	323,729							
1510 Support Regional Transportation Investments	12,778,853	-	-	-	-	-	-	-
1223 Support Transportation Managements System Program	6,543,540							
1511 Conduct Financial Analysis and Planning	607,904							
1512 Federal, Programming, Monitoring and TIP Management	2,562,307							
1517 Transit Sustainability Planning	3,065,102							
Total Planning Funds	83,158,009	2,000,000	6,384,500	12,000,000	4,720,738	-	2,180,221	346,670
Funded By Grants								
1120 Planning Emphasis Areas	875,394	-	275,000	-	-	-	-	-
1310 Access and Mobility Planning and Programs	812,513		275,000					
1618 Affordable Mobility Pilot Program (CARB)	62,881							
1220 Traveler Coordination and Information Systems	17,734,151	-	120,000	2,769,553	-	1,000,000	-	-
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	3,769,553			2,769,553		1,000,000		
1223 Transportation Asset Management (TAM) Program	6,696,649							
1224 Implement Regional Traveler Information Services	7,267,949		120,000					
1230 Highway and Arterial System Management	16,964,047	-	-	5,606,953	-	-	-	-
1234 Arterial and Transit Management	4,903,794			2,500,000				
1235 Implement Incident Management Program	4,176,360			3,106,953				
1237 Freeway Performance Program	1,189,854							
1238 Technology-Based Operations & Mobility	6,694,039							
1510 Support Regional Transportation Investments	2,318,933	-	209,000	-	-	-	-	-
1514 Regional Assistance Programs & Project Reviews	613,907		209,000					
1515 State Programming, Monitoring and STIP Development	1,705,026							
Total Funded By Grants	37,892,525	-	604,000	8,376,506	-	1,000,000	-	-
Administration								
1150 Agency Management	4,185,360	-	782,166	-	-	-	-	-
1152 Financial Management	824,860							
1153 Administration and Facilities Services	650,000							
1161 Information Technology Services	2,710,500		782,166					
TOTAL MTC BUDGET	125,235,894	2,000,000	7,770,666	20,376,506	4,720,738	1,000,000	2,180,221	346,670
1130 Legislation and Public Affairs	1,873,215							
1230 Highway and Arterial System Management (SAFE)	487,390							
1250 Bay Area Toll Authority	9,090,349							
Total not federally funded	11,450,954	-	-	-	-	-	-	-
Total Revenues for OWP Purposes	136,686,848	2,000,000	7,770,666	20,376,506	4,720,738	1,000,000	2,180,221	346,670

	TOTAL BUDGET	BATA Reimbursement	2% Transit Transfer	5% Transfer	STIP PPM	PPM Sales	SAFE	REAP (HCD)
	REVENUE							
1110 Commission and Advisory Committees	1,135,499	-	-	-	-		-	-
1113 Support the Partnership Board	1,032,788							
1114 Support Policy Advisory Council	102,711							
1120 Planning Emphasis Areas	63,405,041	100,000	450,000	281,706	-	-	-	2,639,770
1121 Regional Transportation Plan/Sustainable Communities	5,307,056							
1122 Analyze Regional Data Using GIS and Planning Models	8,091,746							
1124 Regional Goods Movement	-							
1125 Active Transportation Planning	891,201							
1127 Regional Trails	3,425,686	-	450,000	281,706				
1128 Resilience and Hazards Planning	299,962							30,000
1129 Economic Development and Forecasting	144,318							
1212 Performance Measurement and Monitoring	269,547							
1311 Means Based Fare Program	11,283,270							
1312 Support Title VI and Environmental Justice	62,881							
1313 Sustainable Communities and Climate Resilience for People with Disabilities	305,864							
1412 Transportation Conformity and Air Quality Planning	323,729							
1413 Climate Initiatives	12,949,987							
1416 State Route 37 Resilient Corridor Program for Marin and Sonoma Counties	600,000	100,000						
1520 BART Metro 2030 and Beyond	529,559							
1611 Regional Growth Framework Planning and Implementation	13,609,999							
1612 BARC Regional Climate Mitigation and Adaptation Planning	866,674							
1615 Connecting Housing and Transportation	4,393,562							2,609,770
1616 Regional Advance Mitigation Program (RAMP)	50,000							
1130 Legislation and Public Affairs	5,838,616	262,500	-	-	-		-	-
1112 Implement Public Information Program and Tribal Government Coordination	5,514,887	262,500						
1156 Library Services	323,729							
1510 Support Regional Transportation Investments	12,778,853	-	224,000	-	-	2,175,000	-	-
1223 Support Transportation Managements System Program	6,543,540					2,175,000		
1511 Conduct Financial Analysis and Planning	607,904							
1512 Federal, Programming, Monitoring and TIP Management	2,562,307							
1517 Transit Sustainability Planning	3,065,102		224,000					
Total Planning Funds	83,158,009	362,500	674,000	281,706	-	2,175,000	-	2,639,770
Funded By Grants								
1120 Planning Emphasis Areas	875,394	-	-	-	-		-	-
1310 Access and Mobility Planning and Programs	812,513							
1618 Affordable Mobility Pilot Program (CARB)	62,881							
1220 Traveler Coordination and Information Systems	17,734,151	-	-	-	-		450,000	-
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	3,769,553							
1223 Transportation Asset Management (TAM) Program	6,696,649						150,000	
1224 Implement Regional Traveler Information Services	7,267,949						300,000	
1230 Highway and Arterial System Management	16,964,047	2,000,000	-	-	-		425,000	-
1234 Arterial and Transit Management	4,903,794							
1235 Implement Incident Management Program	4,176,360						425,000	
1237 Freeway Performance Program	1,189,854							
1238 Technology-Based Operations & Mobility	6,694,039	2,000,000						
1510 Support Regional Transportation Investments	2,318,933	-	-	-	540,000	-	-	-
1514 Regional Assistance Programs & Project Reviews	613,907							
1515 State Programming, Monitoring and STIP Development	1,705,026				540,000			
Total Funded By Grants	37,892,525	2,000,000	-	-	540,000	-	875,000	-
Administration								
1150 Agency Management	4,185,360	193,168	-	-	-		290,000	-
1152 Financial Management	824,860							
1153 Administration and Facilities Services	650,000							
1161 Information Technology Services	2,710,500	193,168					290,000	
TOTAL MTC BUDGET	125,235,894	2,555,668	674,000	281,706	540,000	2,175,000	1,165,000	2,639,770
1130 Legislation and Public Affairs	1,873,215	72,000						
	-							
1230 Highway and Arterial System Management (SAFE)	487,390						487,390	
	-							
1250 Bay Area Toll Authority	9,090,349							
Total not federally funded	11,450,954	72,000			-	-	487,390	-
Total Revenues for OWP Purposes	136,686,848	2,627,668	674,000	281,706	540,000	2,175,000	1,652,390	2,639,770

	TOTAL BUDGET	HSTP Allocated	Exchange Fund	General Fund	Local Funds	FHWA & FTA 5303
	REVENUE				Various	TOLL CREDIT
1110 Commission and Advisory Committees	1,135,499	-	-	560,499	-	65,953
1113 Support the Partnership Board	1,032,788			457,788	-	65,953
1114 Support Policy Advisory Council	102,711			102,711	-	-
1120 Planning Emphasis Areas	63,405,041	-	267,259	5,561,279	736,335	988,486
1121 Regional Transportation Plan/Sustainable Communities	5,307,056			1,394,939	200,000	232,754
1122 Analyze Regional Data Using GIS and Planning Models	8,091,746			542,506	300,000	626,952
1124 Regional Goods Movement	-			-		-
1125 Active Transportation Planning	891,201			231,097		75,714
1127 Regional Trails	3,425,686		267,259	132,741	-	33,720
1128 Resilience and Hazards Planning	299,962			269,962		-
1129 Economic Development and Forecasting	144,318			20,200		14,236
1212 Performance Measurement and Monitoring	269,547			225,000		5,110
1311 Means Based Fare Program	11,283,270			178,032		-
1312 Support Title VI and Environmental Justice	62,881			62,881		-
1313 Sustainable Communities and Climate Resilience for People with Disabilities	305,864			35,083		-
1412 Transportation Conformity and Air Quality Planning	323,729			323,729		-
1413 Climate Initiatives	12,949,987			119,855		-
1416 State Route 37 Resilient Corridor Program for Marin and Sonoma Counties	600,000			-	-	-
1520 BART Metro 2030 and Beyond	529,559				63,000	-
1611 Regional Growth Framework Planning and Implementation	13,609,999			62,392	-	-
1612 BARC Regional Climate Mitigation and Adaptation Planning	866,674			173,335	173,335	-
1615 Connecting Housing and Transportation	4,393,562			1,783,792		-
1616 Regional Advance Mitigation Program (RAMP)	50,000			5,735		-
1130 Legislation and Public Affairs	5,838,616	-	-	1,128,115	-	510,186
1112 Implement Public Information Program and Tribal Government Coordination	5,514,887			804,386		510,186
1156 Library Services	323,729			323,729		-
1510 Support Regional Transportation Investments	12,778,853	500,000	-	3,211,988	570,000	380,896
1223 Support Transportation Managements System Program	6,543,540	500,000		648,540	570,000	86,025
1511 Conduct Financial Analysis and Planning	607,904			412,904		22,367
1512 Federal, Programming, Monitoring and TIP Management	2,562,307			1,640,935		105,681
1517 Transit Sustainability Planning	3,065,102			509,609	-	166,823
Total Planning Funds	83,158,009	500,000	267,259	10,461,881	1,306,335	1,945,520
Funded By Grants						
1120 Planning Emphasis Areas	875,394	-	-	391,707	-	-
1310 Access and Mobility Planning and Programs	812,513			328,826		-
1618 Affordable Mobility Pilot Program (CARB)	62,881			62,881		-
1220 Traveler Coordination and Information Systems	17,734,151	-	-	-	-	-
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	3,769,553			-		-
1223 Transportation Asset Management (TAM) Program	6,696,649					-
1224 Implement Regional Traveler Information Services	7,267,949					-
1230 Highway and Arterial System Management	16,964,047	-	-	-	580,000	-
1234 Arterial and Transit Management	4,903,794				580,000	-
1235 Implement Incident Management Program	4,176,360					-
1237 Freeway Performance Program	1,189,854			-		-
1238 Technology-Based Operations & Mobility	6,694,039			-		-
1510 Support Regional Transportation Investments	2,318,933	-	-	1,569,933	-	-
1514 Regional Assistance Programs & Project Reviews	613,907			404,907	-	-
1515 State Programming, Monitoring and STIP Development	1,705,026			1,165,026		-
Total Funded By Grants	37,892,525	-	-	1,961,640	580,000	-
Administration						
1150 Agency Management	4,185,360	-	-	2,420,026	-	-
1152 Financial Management	824,860			824,860		-
1153 Administration and Facilities Services	650,000			650,000		-
1161 Information Technology Services	2,710,500			945,166	-	-
TOTAL MTC BUDGET	125,235,894	500,000	267,259	14,843,547	1,886,335	1,945,520
1130 Legislation and Public Affairs	1,873,215			1,801,215	-	-
1230 Highway and Arterial System Management (SAFE)	487,390					-
1250 Bay Area Toll Authority	9,090,349			-	9,090,349	-
Total not federally funded	11,450,954			1,801,215	9,090,349	-
Total Revenues for OWP Purposes	136,686,848	500,000	267,259	16,644,762	10,976,684	1,945,520

APPENDIX A
STATE AND FEDERALLY FUNDED
COMPETITIVE GRANT PROJECTS

Caltrans Sustainable Transportation Planning Grant Program

**SUSTAINABLE TRANSPORTATION PLANNING
GRANT STUDIES
FY 2017/2018**

ESTIMATED COMPLETION DATE
February 28, 2020

- **Solano Avenue Complete Streets and Revitalization Project (\$178,199)**
Applicant: City of Albany Sub-applicant: Local Government Commission
Description: The City of Albany, with its sub-applicant (Local Government Commission) will develop a Complete Streets and Corridor Revitalization Plan for Solano Avenue to create an active main street environment that supports infill development and increased opportunities for affordable housing. An extensive community engagement process will be deployed to identify ideas and strategies to improve safety and promote active models of transportation, access to transit, and local economic activity, and decrease auto-dependency and related greenhouse gas emissions. The outcome will be a plan with Complete Streets designs for roadway, sidewalk and intersection changes to better support all modes and users of all ages and abilities.
- **Daly City Bicycle and Pedestrian Master Plan (\$239,031)**
Applicant: City of Daly City
Description: The Daly City Bicycle and Pedestrian Master Plan will identify the bicycle and pedestrian improvements necessary to expand the existing network, provide greater connectivity to transit, increase mobility, and provide sustainable transportation options. Robust community outreach will be conducted to better reflect current area conditions and stakeholder needs. Existing conditions will be studied, and a needs analysis will develop estimates for demand and network suitability to guide the preparation of the Plan. A comprehensive list of prioritized bicycle and pedestrian project and programmatic recommendations will be developed along with an implementation plan to ensure progress in the Plan's completion.
- **East San Jose Multimodal Transportation Improvement Plan (ESJMTIP) (\$467,438)**
Applicant: City of San Jose
Description: The East San Jose Multimodal Transportation Improvement Plan is a community-based planning effort that will help San Jose develop a comprehensive strategy for this growing area of San Jose. It will synthesize, leverage, and advance past planning efforts; creating more detailed and implementable conceptual plans. This project area is rapidly becoming a state and regional multimodal transportation hub with the convergence of freeways, BART, VTA buses included BART infrastructure improvement projects together and will focus on engaging the primarily disadvantaged residents of this three square-mile community.

- **Senter Road Multimodal Safety Study (\$425,000)**

Applicant: City of San Jose

Description: The City of San Jose, with the assistance of a consultant, will prepare a comprehensive, community-driven multimodal safety study of Senter Road. Serving as an important north-south corridor through the central-eastern part of San Jose, Senter Road is a Vision Zero Priority Safety Corridor that is surrounded by disadvantaged neighborhoods, connects to key destinations, and has high public transit ridership. The study will identify complete streets elements and multimodal improvements to enhance safety especially for the most vulnerable roadway users, including pedestrians, bicyclists, and transit riders, while serving motorists. Study recommendations will serve as a framework for future capital improvements.

- **Sunnyvale Bicycle, Pedestrian, and Safe Routes to School Plan (\$338,185)**

Applicant: City of Sunnyvale

Description: Sunnyvale aims to develop a citywide Bicycle, Pedestrian, and Safe Routes to School Plan to provide a blueprint for active transportation infrastructure and programs. The Plan will analyze current conditions, seek public input in to understand existing and future transportation needs, and recommend projects and programs strategic to creating healthier and more vibrant Sunnyvale. This plan will be crafted to enable swift implementation in order to achieve citywide connectivity of bicycle and pedestrian facilities including routes to area schools.

- **City of Vacaville Downtown Connectivity and Streetscape Design Plan (\$205,655)**

Applicant: City of Vacaville

Sub-applicant: Local Government Commission

Description: This project focus is Downtown Vacaville and key corridor and trail opportunities to connect the downtown with surrounding neighborhoods and improve the pedestrian environment for residents and visitors. An extensive community engagement process will identify strategies to improve safety and promote active modes of transportation, access to transit, support infill development and economic activity, and reduce car trips and related to greenhouse gas emissions. The resulting plan will include designs for roadway, sidewalk, and intersection changes, streetscape enhancements, and trail connections. The project will use a Smart Mobility Framework approach to support VMT reduction targets in the regional Sustainable Communities Strategy.

- **Willow Pass Rd/Cowell Rd Complete Streets Feasibility Study (\$177,060)**
Applicant: City of Concord
Description: This project for Willow Pass Road, Cowell Road, and Galindo Street will include detailed transportation analysis and robust public engagement. Several alternatives will be developed that incorporate Complete Streets elements, bicycle and pedestrian improvements, and improved access to transit. This project is integral to the City's larger goal to make bicycling, walking and transit better serve local transportation needs.
- **City of Santa Clara Pedestrian Master Plan (\$279,214)**
Applicant: City of Santa Clara
Description: The project is the City's first citywide Pedestrian Master Plan to provide a blueprint for walking infrastructure and programs. The Plan will analyze current conditions, seek input from the public and stakeholders to fully understand existing and future transportation needs, and recommend projects and programs strategic to creating a healthier and more vibrant Santa Clara. This plan will be crafted to enable swift implementation in order to achieve citywide connectivity and pedestrian facilities including safer routes to area schools.
- **Lower Russian River Trail Feasibility Study (\$620,000)**
Applicant: Sonoma County Regional Parks
Description: Responding to community interest and safety concerns, this project will engage the broader community to create a Feasibility Study for a bicycle and pedestrian trails separated from River Road and State Route 116, connecting unincorporated towns, villages and hamlets along the Russian River. The completed study will guide the next steps of trail design, acquisition, planning, and environmental review and securing grant funding for future development.
- **Bayview Community Based Transportation Plan (\$292,149)**
Applicant: San Francisco Municipal Transportation Agency
Description: This project includes strong collaboration, outreach, and public participation to develop a vision for improving the physical mobility in the historically underserved and isolated community of Bayview, with a strong focus on addressing the transportation needs of existing transportation needs of existing and future residents and businesses. The Final Plan will include a summary of public engagement, streetscape design alternatives, as well as an implementation plan for the recommended alternatives to facilitate next steps including environmental assessments.

- **Solano Active Transportation Plan (\$350,000)**
Applicant: Solano Transportation Authority
Description: This project will conduct City specific public outreach and build a robust geo-spatial database of active transportation infrastructure that will identify and prioritize improvements along bicycle and pedestrian routes with the highest potential for impact on increased safety and promoting mode shift. This Plan will coordinate active transportation planning among the seven cities in Solano County to identify local conditions and priorities and present a unified vision for active transportation in Solano County.
- **West Contra Costa Express Bus Implementation Plan (\$639,456)**
Applicant: West Contra Costa Transportation Advisory Committee
Sub-applicant: AC Transit
Description: This project includes extensive outreach and will facilitate vital planning for new and expanded bus service between West Contra Costa County and Berkeley, Oakland, Emeryville and San Francisco, documented, unmet travel market and provides access to jobs for disadvantaged communities. The final plan includes transit service and marketing plans, identify infrastructure needs, develop capital, operating and maintenance costs, and identify funding sources. The service is consistent with the region's Sustainable Communities Strategy and Bay Bridge Forward.

**SUSTAINABLE TRANSPORTATION PLANNING
GRANT STUDIES
FY 2018/2019**

ESTIMATED COMPLETION DATE
February 28, 2021 (RGAs), except where noted

2018/2019 Sustainable Communities Studies

- **Sustainable Access Strategy for BART's Transit- Oriented Development Program (\$500,117)**
Applicant: San Francisco Bay Area Rapid Transit District (BART)
Sub-applicant: TransForm
Description: BART and TransForm will collaborate to create a new strategy for implementing multimodal station access, piloted at BART's transit-oriented development (TOD) projects at Lake Merritt (Oakland) and El Cerrito Plaza stations from 2018 to early 2021. The project will engage the community and identify solutions to parking overflow, station access and gentrification concerns, and share lessons with other agencies. This project will ensure BART uses TOD to move towards sustainable active transportation choices incorporating innovations in mobility to serve BART patrons, disadvantaged communities and new residents/workers. As projected in Plan Bay Area, this will help the region meet housing, transportation and climate goals.
- **El Camino Real Bicycle and Pedestrian Improvement Plan (\$199,192)**
Applicant: Town of Colma

Description: The Study will evaluate existing conditions along the El Camino Real from Daly City to South San Francisco, address bicycle and pedestrian infrastructure and connectivity deficiencies, and develop a Plan for improvements along ECR. This Plan will improve transit connectivity, increase bicycling and walking, reduce GHG and VMT. The Plan will include Vision Zero strategies with an emphasis on increasing safe, healthy, equitable mobility for all ages, abilities and incomes. It will engage local community, disadvantaged communities, neighboring cities and Caltrans in decision making process. The final Plan will include an implementation strategy, design concept, funding sources, partnerships and programs.

- **Accessible Transportation Strategic Plan (\$340,000)**

Applicant: Contra Costa Transportation Authority

Description: The Plan is an assessment of accessible transportation, includes a range of impacted organizations and people, and implements local and regional plans. The Plan is critical because services to the vulnerable target population are rapidly being compromised by rising costs, demographic shifts, and decreasing public health. The Plan includes expansive outreach and has three tasks: 1) Study of existing, individual programs with recommendations. 2) Study of alternative countywide system designs with alternatives presented to: elected officials, staff, passengers, advocates, and the public with a preferred alternative identified. 3) Presentation (for approval) of a phased implementation plan for the consensus design.

- **Imola Avenue Complete Streets Corridor Improvement Plan (\$250,000)**

Applicant: Napa Valley Transportation Authority

Description: The Imola Avenue Complete Streets Corridor Improvement Plan will provide the framework and recommendations for the transformation of a crucial east/west transportation corridor from a vehicle-centric arterial to a Complete Streets Multimodal corridor which serves low-income AB 1550 communities, multiple schools, employment centers and retail. The project area is located at the entrance to the City of Napa Priority Development Area (PDA). The three project segments, east, central and west include the County of Napa, the City of Napa and Caltrans as stakeholders.

- **Grand Avenue Mobility Plan (\$442,650)**

Applicant: City of Oakland Department of Transportation

Description: The Grand Avenue Mobility Plan will identify an implementable project concept that will enhance transit performance and improve pedestrian and bicyclist safety and comfort along Grand Avenue in Oakland. The Plan will be led by the Oakland Department of Transportation in direct partnership with AC Transit. The plan will demonstrate an equity-driven approach to transportation planning and innovative community engagement. The Plan will support city and state goals to increase mobility, decrease automobile dependency, increase transit ridership, improve air quality, reduce collisions, and improve access for vulnerable communities.

- **City of Richmond Ferry to Bridge Complete Streets Plan and Project Prioritization** (\$276,468)
Applicant: City of Richmond
Sub-Applicant: Bike East Bay
Description: The City of Richmond wishes to retain a qualified consulting firm to prepare a complete streets plan with help of sub-applicant Bike East Bay to provide safe, welcoming and community-supported bicycling and walking connections with the new Richmond-San Francisco Ferry Terminal and Richmond-San Rafael Bridge Bay Trail to open this year. Through interactive outreach to stakeholders, the plan will include closure of critical gaps in the San Francisco Bay Trail and Richmond Greenway and other pathway improvements for linkages with disadvantaged communities, schools, employment, recreational and cultural sites.
- **Unincorporated San Mateo County Bicycle and Pedestrian Master Plan** (\$228,820)
Applicant: County of San Mateo
Description: The Unincorporated San Mateo County Bicycle and Pedestrian Master Plan (BPMP) will be a first for the County, focusing on proactively planning bicycle and pedestrian improvements at a time when collisions are on the rise, similar planning efforts are underway in communities throughout the County, and additional transportation funding may soon be available. The BPMP will be developed through extensive public outreach to determine corridors of countywide significance and the needs of unincorporated communities to find solutions to fill gaps in the transportation network, support facilities, and programs.
- **San Francisco Transit Corridors Study** (\$438,200)
Applicant: San Francisco Municipal Transportation Agency (SFMTA)
Sub-Applicant: San Francisco County Transportation Authority (SFCTA)
Description: The study will identify and prioritize the next generation of transit investments along key corridors in San Francisco. This plan will evaluate current and future land uses and operating environments for each corridor, identify priority projects, and develop an implementation strategy that especially supports sustainable mobility for disadvantaged communities. The project's recommendations will be evaluated in the Countywide Transportation Plan and regional Sustainable Communities Strategy.
- **Connected Communities- Transportation Study** (\$192,200)
Applicant: Sonoma County Human Services Department (SCHSD)
Description: The Area Agency on Aging (AAA) will conduct a comprehensive planning initiative, the Connected Communities Transportation (CCT) Study, to identify strategies for public and private transportation service delivery that serves older adults and individuals with disabilities,

prioritizing low income and geographically isolated individuals. The research, community engagement, and inclusive planning process will support the development of this initiative. Transit providers in Sonoma County report increases in para-transit demand, while services remain ill-equipped to support this growth. By identifying comprehensive solutions that increase efficiency among transportation providers, we will support independence and quality of life for our most vulnerable populations.

- **Altamont Rail Connection Feasibility Study (\$750,000)**

Applicant: Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRA)

Description: The TVSJVRRA will conduct a study to comply with the AB 758 mandated Feasibility Report. The Project will develop the basis for investments necessary to establish rail connectivity between BART and ACE, providing direct service connections, and serving mega-regional and State goals for inter-connectivity. The Feasibility Report includes several components: Project Definition; Project Feasibility; Project Phasing; Project Delivery; Funding/Financial Plan; Identification of Entities to Deliver, Operate Service; Proposed Schedule. The Feasibility Report will present results and conclusions supporting the recommended locally preferred service (LPS) selected by the TVSJVRRA, stakeholders, local decision makers, and public for delivery.

- **Diridon Integrated Station Concept Plan (\$500,000)**

Applicant: Metropolitan Transportation Commission

Sub-Applicants: City of San Jose; Santa Clara Valley Transportation Authority, Peninsula

Description: Corridor Joint Powers Board, and California High-Speed Rail Authority

Already the South Bay's primary transit node, Diridon Station will become one of the nation's busiest intermodal hubs once BART, high-speed rail, and electrified Caltrain initiate service at the station. Additionally, millions of square feet of new development at the station will transform the station district into a major employment destination. Recognizing this once-in-a-generation opportunity, Caltrain, VTA, the California High-Speed Rail Authority and the City of San Jose are working together on the Diridon Integrated Concept Plan. This Plan will propose a bold vision of a future station that seamlessly connects modes and is integrated with the surrounding urban fabric.

- **Sustainable Communities and Climate Resilience for People with Disabilities (\$406,000)**

Applicant: Metropolitan Transportation Commission (MTC)

Sub-Applicant: World Institute on Disability

Description: This project will develop new strategies to address the specialized needs of the disability community, which is essential to creating a truly multi-modal transportation system. To achieve this goal, the project will deliver an action plan that includes recommendations for multiple regional plans, funding programs and data collection efforts, including the regional transportation plan, the Lifeline Transportation Plan, and the household travel and transit intercept surveys. The project will also create a resource book for people with disabilities and host regional forums to

disseminate information and gather feedback from key stakeholders, policymakers and planners at transit and emergency preparedness agencies.

2019/2020 Sustainable Transportation Planning Grant Studies

Estimated Completion: February 28, 2022, except where noted

- **Bicycle Superhighway Phase 1 Central Bikeway Feasibility Study (\$8000,000)**

Applicant: Valley Transportation Authority

Description: The Central Bikeway Feasibility Study and Alternatives Analysis will identify a preferred alternative for a continuous, 10-mile, low-stress bicycle superhighway that follows the El Camino (State Route 82)/Central Expressway/Caltrain corridor and connects residents and workers to the Berryessa BART station in East San Jose. The corridor is one of a dozen candidates for bicycle superhighways identified in the Santa Clara Valley Transportation Authority's (VTA) Countywide Bicycle Plan and serves disadvantaged communities. It provides much needed east-west access across State Route 87, Highway 101, Interstate 880, connects three popular bicycle paths, and provides access to Caltrain, VTA Light Rail and BART. VTA will lead the study, with the City of Santa Clara, San Jose, Santa Clara County, and Caltrans included as stakeholders. VTA will lead community-based outreach to identify a preferred design. The final deliverable is a plan that includes a summary of community and agency goals, conceptual design drawings for each segment of the corridor, and an implementation strategy.

- **San Jose Emerging Mobility Action Plan (\$602,004)**

Applicant: City of San Jose

Description: The City of San Jose's Emerging Mobility Action Plan will utilize an equity framework to leverage emerging mobility—electric vehicles, automated vehicles, and shared mobility services—to create a sustainable transportation system that serves all. Via an inclusive community engagement process that includes partnerships with community-based organizations, the City will develop an action plan that specifies the policies, programs and pilots it will pursue and the steps it will take to implement them. The action plan is part of a larger effort by the City to realize the mode shift and vehicle miles traveled reduction goals articulated in its 2040 Envision San Jose General Plan and greenhouse gas reduction goals in its Paris Accord-aligned Climate Smart plan. The plan aligns with the goals of the City, county, regional, and state 2040 transportation plans: to reduce greenhouse gas emissions, ensure social equity, encourage non-auto modes of travel, focus future growth, and promote economic vitality.

- **Pruneridge Complete Streets Plan (\$351,077)**

Applicant: City of Santa Clara

Description: The Pruneridge Avenue Complete Streets Plan will identify bicycle, pedestrian and associated streetscape improvements to transform Pruneridge into a safe and active transportation-friendly corridor to address the 177 collisions along this segment within the last 12 years and to

provide safer routes to school and a regional park. The Plan will guide the City as to the most appropriate conceptual design that after implementation will encourage more trips by active transportation modes and foster a healthier community in return. Various stakeholders will be involved in creating the plan such as public health advocates, school representatives, residents and community business leaders. Both residents residing in and outside of disadvantaged communities will benefit from this project as this roadway provides access to schools, parks, and major employment destinations within the city and adjacent communities. Deliverables include existing conditions, parking study, concept alternatives, analysis of alternatives, and draft and final Complete Streets Plan.

- **City of San Pablo Bicycle and Pedestrian Corridors Study (\$295,000)**

Applicant: City of San Pablo

Description: The City of San Pablo Bicycle and Pedestrian Corridors Study will analyze 6.03 miles of key transportation corridors—8 potential bikeway segments and 2 potential shared-use paths—to produce a concept design, alternative options, feasibility analysis, and construction estimates. These segments were identified for future study in San Pablo’s 2017 Bicycle and Pedestrian Master Plan because they close bikeway gaps on busy corridors and involve significant traffic, parking, utility and/or geotechnical constraints. The study will contract a consultant to conduct parking and operational studies, provide design services, and facilitate bilingual community engagement, with a focus on community-based organizations that represent vulnerable populations (e.g. First 5, Bike East Bay). Starting in early 2022, the City will use the project deliverables to seek grant funding to implement the community-selected designs, in support of the Metropolitan Transportation Commission and Contra Costa County’s efforts to encourage mode-shift toward bicycling and walking.

- **Marin County US 101 Bus on Shoulder Feasibility Study (\$308,000)**

Applicant: Transportation Authority of Marin

Description: This study will provide a feasibility assessment for part-time bus operations on the shoulder of U.S. 101 in Marin County. Bus on Shoulder is a proven concept to improve transit reliability and speed according to recent Federal Highway Administration guidance, and the study will be used to assess feasibility of a pilot project on U.S. 101 in Marin County as part of a system of enhancements planned for the corridor. The study will identify the proposed location of bus on shoulder facilities in the county, preferred operational concept, and quantify potential user benefits and improvement costs. The Transportation Authority for Marin (TAM) intends to gather stakeholder agencies, including transit operators Marin Transit and Golden Gate Bridge, Highway and Transit District, California Highway Patrol, the Metropolitan Transportation Commission, the Local Jurisdictions of San Rafael, Novato and the County of Marin, and Caltrans to inform this study and conduct public outreach to assess the potential for a pilot program in Marin County. Based on the outcome of this study, TAM and partner agencies will lead implementation and development of work supporting local and regional transit services in this corridor.

- **East Contra Costa County Integrated Transit Study (\$755,000)**

Applicant: Contra Costa Transportation Authority

Description: This study will provide a feasibility assessment for part-time bus operations on the shoulder of U.S. 101 in Marin County. Bus on Shoulder is a proven concept to improve transit

reliability and speed according to recent Federal Highway Administration guidance, and the study will be used to assess feasibility of a pilot project on U.S. 101 in Marin County as part of a system of enhancements planned for the corridor. The study will identify the proposed location of bus on shoulder facilities in the county, preferred operational concept, and quantify potential user benefits and improvement costs. The Transportation Authority for Marin (TAM) intends to gather stakeholder agencies, including transit operators Marin Transit and Golden Gate Bridge, Highway and Transit District, California Highway Patrol, the Metropolitan Transportation Commission, the Local Jurisdictions of San Rafael, Novato and the County of Marin, and Caltrans to inform this study and conduct public outreach to assess the potential for a pilot program in Marin County. Based on the outcome of this study, TAM and partner agencies will lead implementation and development of work supporting local and regional transit services in this corridor.

- **Hyde Street Safety Project (\$300,000)**

Applicant: San Francisco Municipal Transportation Agency

Description: Project will identify pedestrian safety improvements to transform a dangerous, one-way roadway into a neighborhood complete street. Hyde Street is one of San Francisco's High Injury streets, the 13 percent of streets representing 75 percent of all traffic injuries and deaths, and is in the City's most at-risk neighborhood. This planning project will promote neighborhood quality of life, public health, and economic development through a community-driven, collaborative planning effort. The major outcome will be a clear vision for reduced severe traffic injuries and fatalities on Hyde. The deliverables will include robust community engagement through senior, youth, and neighborhood accessible forums in partnership with community-based organizations and partner agencies. Community supported designs will be completed for quick local approvals, final design, and implementation. This project is responsive to State goals of integrating public health outcomes to transportation and the development of a complete street project through mode shift.

- **City of Oakland Zero Emission Vehicle Plan (\$440,000)**

Applicant: City of Oakland

Description: Oakland's Zero Emission Vehicle Action Plan will provide a blueprint for transitioning to an equitable, multi-modal, zero-emission transportation system. The Plan will detail how Oakland will meet its share of statewide and regional goals for Zero Emission Vehicles (ZEVs), charging stations, and vehicle greenhouse gas emissions. This plan will set both a long-term vision and a short-term implementation strategy. Through extensive community and stakeholder engagement, the Plan will set ZEV goals and objectives, establish timelines to meet those goals, and recommend changes to city policies, codes, and incentives. The Plan will also identify sites and funding for curb-side chargers, analyze energy grid impacts, and study decarbonizing public and private vehicle fleets. To ensure that all Oaklanders benefit from these investments, the plan will prioritize investments in disadvantaged communities, identify and reduce barriers to adoption and help connect Oaklanders with jobs and contracting opportunities in clean transportation.

- **Presidio Bus Yard Planning Study (\$490,160)**

Applicant: San Francisco Municipal Transportation Agency

Description: Built in 1912, Presidio Yard stores and maintains 140 trolley coaches. The "2017 San Francisco Municipal Transportation Agency (SFMTA) Facilities Framework" concluded that Presidio Yard must be entirely rebuilt to address operating inefficiencies, seismic considerations, and space needs of an evolving fleet. The study will plan for the Yard's reconstruction in a holistic, community-informed fashion. Deliverables include: 1. Conceptual plan and program for a modern bus maintenance and storage facility; 2. Land use scenarios above or adjacent to the Yard; 3. A menu of projects to eliminate traffic-related injuries along adjacent corridors and make the adjacent corridors more pedestrian- and bike-friendly; 4. A robust community outreach program; 5. Recommendations for moving from planning to implementation, including risk management and finance strategies. Principal parties include the SFMTA, community stakeholders, and City government. This study would build upon the Facilities Framework, SFMTA's Vision Zero strategy, the Geary Rapid Project environmental documents, and Plan Bay Area 2040 (the regional Sustainable Communities Strategy).

- **Windsor Old Redwood Highway Corridor Enhancement Plan (\$300,000)**

Applicant: City of Windsor

Description: The proposed plan will identify necessary transportation improvements to revitalize a 3.6-mile corridor of Old Redwood Highway (ORH) from Arata Lane to Shiloh Road. As its name implies, the "Old" highway predates the Town of Windsor's incorporation and was the first paved road in the area (1915). Now, ORH functions as a multi-lane arterial with average daily traffic of 28,100 at the U.S. 101 Freeway interchange. Some segments of the roadway have infrastructure gaps and a lack of pedestrian and bicycle facilities that present challenges for access, multi-modal mobility, and commerce. A qualified consultant will lead the process which will evaluate current conditions, accident data, engage key stakeholders, and prioritize implementation projects. Ultimately, the Plan will lead to "Complete Street" provisions for motorists, pedestrians, bicyclists, transit/SMART train, storm water, and greening elements. A complimentary goal is to revitalize the corridor and spur infill development in three designated areas, including one Priority Development Area at the Town's center.

- **Vision Zero Sonoma County Project (\$660,000)**

Applicant: Sonoma County Transportation Authority

Description: Vision Zero Sonoma County is a collaborative planning initiative led by the Sonoma County Transportation Authority and the Sonoma County Department of Health Services. This project will build the foundation necessary to launch a county-wide "Vision Zero" initiative by: Understanding the current state of injuries and crashes in Sonoma County; Building commitment for a county-wide Vision Zero planning initiative; and, Developing a Vision Zero action plan for Sonoma County. The project will support numerous local, regional and State initiatives including California Transportation Plan 2040, Plan Bay Area, Sonoma County Comprehensive Transportation Plan, Sonoma County Climate Action Plan 2020, and the Portrait of Sonoma County. The project approach will actively engage residents of Sonoma County's disadvantaged communities to ensure their needs are addressed in the Vision Zero planning process. The data dashboard created for this project will be used as a model for future data sharing initiatives.

- **Contra Costa Active Transportation Plan (\$380,000)**

Applicant: Contra Costa Public Works

Description: The Contra Costa County Active Transportation Action Plan will create a detailed inventory of the County's roadways and identify opportunities to build active transportation facilities with an emphasis on projects that can be installed quickly through re-striping and repaving. Staff will create a three-tiered priority list of projects based on ease of implementation, location in disadvantaged communities, and overlap with a travel demand model. Staff will conduct extensive public outreach in each of the 13 unincorporated communities and develop an interactive web map tool for ongoing outreach and evaluation. With more detailed data on roadway opportunities and constraints, staff can expand upon Contra Costa Transportation Authority's 2018 Countywide Bicycle and Pedestrian Plan and support concurrent planning efforts such as the County's Vision Zero program, which will in turn support regional and state planning goals. Implementing agencies are the Contra Costa County Department of Conservation and Development and Public Works Department.

- **BART Metro 2030 and Beyond (\$466,559)**

Estimated Completion Date: June 30, 2022

Applicant: Metropolitan Transportation Commission

Sub-Applicant: San Francisco Bay Area Rapid Transit District (BART)

Description: By maximizing its ridership, BART plays a key role in reducing vehicle travel and achieving state greenhouse gas reduction targets. BART previously developed a concept (BART Metro, in 2013) for attracting more ridership and reducing vehicle travel by increasing service frequencies in the system core. This concept needs updating in light of recent developments, including declining off-peak ridership, major system investments and changing demand patterns stemming from the region's severe housing shortage. The proposed project will produce future BART service plans, focusing on 2030, and an associated prioritized capital project list (such as new storage facilities and bypass tracks) that would fully leverage planned system investments while improving operational efficiency and maximizing ridership. By better matching BART service and regional demand patterns, the project will help implement the regional Sustainable Communities Strategy, improve job access, and reduce greenhouse gases.

APPENDIX B

STBG FUNDED PROJECTS

FY 2017/18 -2021/22

County Transportation Agencies and Regional Agencies: **Planning and Programming**

BACKGROUND

MTC is responsible for preparing and updating a long-range regional transportation plan every four years that identifies the strategies and investments needed to maintain, manage and improve the region's transportation network. In developing and implementing the plan, federal regulations provide MTC flexibility in programming certain federal funds across different transportation modes, and require cooperative planning, the establishment of priorities across modes, and consideration of factors such as the coordination of transportation with land use plans in planning and programming decisions.

Plan Bay Area 2040, the Regional Transportation Plan/Sustainable Communities Strategy, provides a roadmap for accommodating projected household and employment growth in the nine-county Bay Area by 2040 as well as a transportation investment strategy for the region. Plan Bay Area 2040 details how the Bay Area can make progress toward the region's long-range transportation and land use goals.

MTC relies upon county and regional partners to assist in addressing federal transportation planning requirements.

- County Transportation Agencies or CTAs: county-level organizations that assist with the regional congestion management and transportation planning processes.
- San Francisco Bay Area Conservation and Development Commission (BCDC): State agency charged with protecting and enhancing the San Francisco Bay.

PROJECT DESCRIPTION

County Transportation Agencies

Funding is conditioned on the CTA working 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:

- Implement the One Bay Area Grant (OBAG) programs 1 and 2 as per MTC Resolution 4035 and 4202 within the county;
- Promote successful program and project delivery and monitoring within the county for all federal transportation funds;
- Facilitate jurisdictions within the county to meet post-programming federal project funding requirements, including meeting award deadlines, timely invoicing, minimizing and responding to inactive obligations, and timely project close-out;
- Establish a land use and travel forecasting process and set of procedures that is consistent with those of the MTC, or develop appropriate alternative analytical approaches in cooperation with MTC;
- Support other regional planning and programming efforts, including the Community-Based Transportation Planning (CBTP), Lifeline Transportation Program (LTP) and the Regional PDA Planning Program;

- Assist in the development of the Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP) and the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) through countywide planning efforts;
- Support the implementation of the Bay Area Coordinated Public Transit-Human Services Plan (Coordinated Plan);
- Develop and update a PDA Investment and Growth Strategy facilitating a transportation project priority setting process for OBAG 2 funding that supports and encourages development in the region's PDAs as detailed in MTC Resolution 4202 and Attachments; and
- Engage in public participation as detailed in the MTC Public Participation Plan and MTC Resolution 4202, and Attachments; and
- Assist local jurisdictions in providing information for the Highway Performance Management System within requested timeframes.

San Francisco Bay Area Conservation and Development Commission (BCDC)

MTC provides funding for San Francisco Bay Area Conservation and Development Commission (BCDC) regional planning as described below:

Working jointly with MTC, ABAG and the Bay Area Regional Collaborative (BARC), assist with the development and implementation of the Regional Transportation Plan/Sustainable Community Strategy, and other related regional planning efforts, including regional adaptation planning, regional hazard mitigation planning, regional goods movement planning, and assessing the vulnerability of regional assets and increasing the resilience of these assets, with a focus on priority development areas and transit priority project areas. This work shall include the following:

- a. Through the Adapting to Rising Tides Program, develop information, data and tools to support resilience planning at local and regional scales;
- b. Lead and support adaptation planning efforts at local and regional scales and connect the region to National Oceanic and Atmospheric Administration (NOAA) resources and state processes and resources. Assess vulnerabilities of transportation investments and land use proposals in the region's SCS and develop guidance and strategies that address vulnerabilities;
- c. Provide technical and policy support to local, regional, and sector scale adaptation through the Adapting to Rising Tides Portfolio website and provide regular updates to the information, data and tools provided to users of the website;
- d. Attend and present adaptation planning findings, recommendations and best practices at councils, boards, committees and other decision-making bodies;

- e. Work together with ABAG, BARC and the California Coastal Conservancy on regional resilience efforts and leverage efforts and coordinate projects and program activities; and
 - f. Promote for the region utilization of the best available science and information in the development of policies, priorities and approaches and provide translation for a broad audience of the underlying science, including the development of approaches to engaging the public and decision-makers on this issue.
- Supply the following support to the Bay Area Regional Collaborative (BARC):
 - a. Attend BARC meetings and provide support;
 - b. Work with BARC agency staff, local governments, special districts, federal agencies and other stakeholders and partners to develop regional climate change adaptation strategies for the Bay Area and coordinate those strategies with the region's climate change mitigation strategies, transportation improvements and Priority Development Areas and Priority Conservation Areas, in part by expanding the Adapting to Rising Tides (ART) program;
 - c. Review and comment on BARC documents and proposals, including work on the Regional Transportation Plan/Sustainable Communities Strategy; and
 - d. Participate in partnerships with the four BARC agencies to develop outreach, training, grant programs and other climate adaptation support for the region.
 - Provide appropriate administrative and planning support for regional airport planning and seaport planning. This includes working with MTC and ABAG in supporting the Regional Airport Planning Committee (RAPC) consistent with the interagency memorandum of understanding. Work with MTC to coordinate with the region's seaports to ensure that cargo forecasts, goods movement and the Bay Area Seaport Plan are kept up to date and reflect trends and changes in demand.

Metropolitan Transportation Commission

MTC is requesting funding for various regional planning activities as supported in the Overall Work Program.

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 CMA Planning and Programming Funding Agreements Total FY 2017-18 through FY 2021-22

MTC federal STP	88.53%	\$65,287,000
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Funding by Agency

County	Agency	Base Planning	Supplemental	CBTP	Total
Alameda	ACTC	\$5,489,000	\$2,800,000	\$300,000	\$8,589,000
Contra Costa	CCTA	\$4,342,000	\$0	\$215,000	\$4,557,000
Marin	TAM	\$3,822,000	\$0	\$75,000	\$3,897,000
Napa	NVTA	\$3,822,000	\$0	\$75,000	\$3,897,000
San Francisco	SFCTA	\$3,997,000	\$1,900,000	\$175,000	\$6,072,000
San Mateo	SMCCAG	\$3,822,000	\$1,512,000	\$120,000	\$5,454,000
Santa Clara	VTA	\$6,078,000	\$4,822,000	\$300,000	\$11,200,000
Solano	STA	\$3,822,000	\$3,039,000	\$95,000	\$6,956,000
Sonoma	SCTA	\$3,822,000	\$1,178,000	\$110,000	\$5,110,000
CMAs	Total:	\$39,016,000	\$15,251,000	\$1,465,000	\$55,732,000

MTC & BCDC	Total:	\$9,555,000	\$0	\$35,000	\$9,590,000
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CMAs, MTC & BCDC	Total:	\$48,571,000	\$15,251,000	\$1,500,000	\$65,322,000
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Note: Funding levels may change based on programming revisions and subsequent agreement amendments.

Schedule

Delivery Date

Development and Adoption of a PDA Investment & Growth Strategy	May 2017; May 2021
Monitor Implementation of local Complete Streets Policies and Strategies	Ongoing
Facilitate, monitor, and track the submittal of HPMS data and HCD	April 1, Annually

annual reporting by jurisdiction	
Submit county projects recommendations for OBAG 2 and subsequent programs; ongoing programming revisions as needed	July 31, 2017; Ongoing
Ensure the public involvement process provides underserved communities access to the county planning and programming process	Annually
Develop and adopt PDA Investment & Growth Strategy update	May 2018; May 2022
CMP Modeling Consistency Checklist, pursuant to the CMP Guidance and MTC staff direction	Ongoing
Submit status reports on implementation status of projects and programs identified through the CBTP program. List information on fund sources, lead agency and timeline for implementation.	Every Other Year
For the CBTP program, update the assessment of needs, solutions and list of projects/programs for low-income residents in the county, including latest definition and data for Communities of Concern	Ongoing
Oversight/assistance for program/project delivery	Ongoing
Biennial data share of travel model inputs	Ongoing
Detailed information about projects and programs as specified by MTC for the regional planning process	Ongoing
Support for regional programs and customer service projects	Ongoing
Develop countywide transportation priorities consistent with regional long-range vision and requirements	As needed
Submit FHWA federal-aid local projects selected by MTC for inclusion in annual obligation plan	Annually
Prepare and submit regular project delivery/monitoring status reports for FHWA federal-aid local projects within county	Monthly/Quarterly
Facilitate invoicing against inactive obligations	Monthly
Additional support for planning, programming, and monitoring activities	Ongoing, as needed
Development and reporting of Lifeline program	Ongoing, as needed

APPENDIX C
STATE AND FEDERALLY FUNDED
COMPETITIVE GRANT PROJECTS

Caltrans Adaptation Planning Grant Program

**ADAPTATION PLANNING
GRANT STUDIES
FY 2017/2018**

ESTIMATED COMPLETION DATE

February 28, 2020 (RGAs), except where noted

- **Alviso Wetlands Railroad Adaptation (\$250,000)**

Applicant: Capital Corridor Joint Powers Authority

Description: The proposed alternatives study would design and evaluate feasible adaptation alternatives for the railroad tracks in the Alviso Wetlands that increase resiliency of the transportation infrastructure while achieving co-benefits of potential habitat restoration and species conservation strategies.

- **City of Alameda Climate Adaptation Plan (\$236,375)**

Applicant: City of Alameda

Description: The City of Alameda, an island in the Bay Area, intends to match its unique vulnerability to climate change with a comprehensive, forward thinking Climate Adaptation Plan that will build on the existing Local Hazard Mitigation Plan (LHMP) updated in 2016.

- **Highway 37 Corridor Improvement Study (\$130,170)**

Applicant: Marin County Department of Public Works

Description: Building on the recent Metropolitan Transportation Commission (MTC) preliminary corridor analysis, this project will develop an action plan to address ongoing and projected flooding issues from increased storm flows and sea level rise in the east-west transportation corridor through the Novato Baylands.

- **East Palo Alto and Dumbarton Bridge Resilience Study (\$200,000)**

Estimated Completion Date: June 30, 2020

Applicant: Metropolitan Transportation Commission (MTC)

Description: The East Palo Alto and Dumbarton Bridge Resilience Study will leverage previous studies to refine the vulnerability assessment of the area, engage with East Palo Alto community to include the disadvantaged communities, and develop adaptation strategies to protect the project area.

- **Accelerating Implementation of Local and Regional Resilience to Climate Change (\$307,950)**

Estimated Completion Date: June 30, 2020

Applicant: Metropolitan Transportation Commission (MTC)

Description: This project will improve the Bay Area's systems of governance, finance and planning to better implement multi-benefit solutions to address the impacts of changing climate on our most disadvantaged communities, transportation, and natural systems.

- **BART Sea Level Rise and Flooding Resiliency Study (\$500,000)**

Applicant: San Francisco Bay Area Rapid Transit District

Description: This project will assess vulnerability and risks of our four critical BART systems: stations, trackway, train control, and traction power.

- **Climate Vulnerability and Mainstreaming Resilience Planning in San Mateo County (\$649,500)**

Applicant: San Mateo County

Description: This project will assess county-wide climate change impacts, assist the county and 20 cities in further defining vulnerable transportation infrastructure, critical assets and communities while developing adaptation strategies to prepare for climate change impacts.

ADAPTATION PLANNING

GRANT STUDIES

FY 2018/2019

ESTIMATED COMPLETION DATE

February 28, 2021 (RGAs), except where noted

- **Corte Madera Adaptation Plan (\$200,000)**

Applicant: Town of Corte Madera

Description: To develop a Climate Change Plan to prepare the city's 9,500 residents, two major economic retail shopping centers and at least 5 significant transportation corridors for pending sea-level rise, King-Tide impacts and extreme weather events such as deluge and fire storms. Key components include evaluating the feasibility of realigning and protecting transportation infrastructure impacted by sea level rise and enhancing wetland restoration along travel corridors at the eastern edge of Town and northern shore of the San Francisco Bay, especially adjacent to low-lying US101 between Tamalpais Drive and Sir Francis Drive Boulevard. The plan will be completed by December 2020.

- **San Francisco Bay Trail Risk Assessment and Adaptation Prioritization Plan (\$370,000)**

Applicant: East Bay Regional Park District

Description: The East Bay Regional Park District (“Park District”) manages over 55 miles of shoreline in Alameda and Contra Costa Counties. These shoreline parks include segments of the San Francisco Bay Trail (“Bay Trail”) that serve as critical recreational spaces and commute corridors in a heavily urbanized region. Regional vulnerability assessments have been completed by the Adapting to Rising Tides program, Caltrans, and others. The Park District seeks to build off this information to provide a detailed Bay Trail risk assessment within the shoreline parks and prioritize projects to guide adaptation efforts.

- **Hayward Shoreline Master Plan (\$509,000)**

Applicant: City of Hayward

Description: The Hayward Shoreline is vulnerable to inundation by sea level rise (SLR) that could impact critical infrastructure such as wastewater infrastructure, the eastern approach to the San Mateo-Hayward Bridge (State Route 92), landfills, the Bay Trail, the Hayward Shoreline Interpretive Center (HSIC), business parks, residential neighborhoods, marshes, and managed ponds. This project will improve Hayward’s capacity to plan for, prepare for, mitigate against, and adapt to SLR. The Plan will incorporate input from community members and decision makers. It will include a suite of mitigation actions and policy recommendations that prepare for SLR.

- **Highway 1 Corridor in Tam Valley- Transportation Resiliency Planning (\$400,000)**

Applicant: Marin County Department of Public Works

Description: Develop conceptual sea-level rise adaptation strategies in Marin County from the intersection of State Highways 101 and 1 north to Mill Valley. Addressing flooding concerns along this reach has regional impacts given the geography and road network in the county, but it also provides benefits to multiple transportation modes by identifying transportation network vulnerabilities, incorporating wetland enhancement, emergency access and egress, and supporting vulnerable populations including seniors, students, and a disadvantaged community. The project would fund technical studies followed by community engagement to develop sea level rise adaptation strategies.

- **SamTrans Adaptation and Resilience Plan (\$193,102)**

Applicant: SamTrans

Description: The SamTrans Adaptation and Resilience Plan will identify strategies to adapt the SamTrans system to reduce impacts from two of SamTrans’ greatest climate change-related vulnerabilities—flooding and high heat. The Plan builds upon the San Mateo County Sea Level Rise Vulnerability Assessment, which identified the SamTrans North and South Base facilities as vulnerable assets and complements the County’s current efforts to assess county-wide heat vulnerability. The Plan will focus on evaluating adaptation strategies to (1) improve resilience of the North and South Base facilities to flooding, and (2) address the impact of high heat on facilities, equipment and passengers.

- **Calm Before the Storm: San Mateo Countywide Sustainable Streets Master Plan (\$986,300)**

Applicant: City/County Association of Governments of San Mateo County

Description: Will develop the “San Mateo Countywide Sustainable Streets Master Plan” to prioritize locations for integrating green storm-water infrastructure into roadways to capture, treat, and infiltrate storm-water runoff to better adapt the transportation network to precipitation-based climate change impacts while simultaneously helping local agencies achieve state mandates for treating runoff. Commencing in October 2018, the two-year effort builds upon existing regional and countywide green infrastructure planning efforts and Caltrans planning grants. Project deliverables include a master plan, GIS data layers, model policies, project concepts, public outreach, and web-based implementation tracking tools.

- **Southeast Mobility Adaptation Strategy (\$391,212)**

Applicant: San Francisco Planning Department

Description: Sea level rise poses a threat to San Francisco’s multimodal transportation system, including critical assets in southeast San Francisco that are essential to the local and regional transportation system and economy, and which provide a lifeline for disadvantaged communities. The Southeast Mobility Adaptation Strategy (SMAS) will develop actionable solutions through a robust public engagement process. Building on the Resilient by Design proposal, and utilizing the Adapting to Rising Tides framework, the SMAS will develop district-scale conceptual designs, asset-specific solutions, and a prioritized funding and implementation strategy to protect critical transportation assets.

ADAPTATION PLANNING

GRANT STUDIES

FY 2019/2020

ESTIMATED COMPLETION DATE

February 28, 2022 (RGAs), except where noted

- **Town of Windsor READI (\$265,590)**

Applicant: Town of Windsor

Description:

The Town of Windsor will develop a plan to address climate change adaptation. The Town will collaborate with key stakeholders including: public safety officials, transit and transportation agencies, and under-represented populations. The plan will include: 1) a transportation and community vulnerability assessment; 2) climate-related transportation hazards and evacuation plan and route maps; 3) a climate resilient transportation infrastructure assessment; 4) adaptation and resiliency goals; 5) policies and objectives based on information specified in the vulnerability assessment; and 6) a sample set of feasible implementation measures designed to carry out the goals, policies and identified objectives. Major deliverables will include an outreach plan, draft and final Windsor READI plans. The effort will build upon the California and Sonoma County Climate Action plans as well as the Windsor General Plan and Local Hazard Mitigation Plan.

- **State Route 37 Resilient Corridor Program (\$500,000)**

Estimated Completion Date: June 30, 2022

Applicant: Metropolitan Transportation Commission/Sonoma County Transportation Commission

Description: State Route 37 (SR 37) is a 21-mile corridor that extends from US 101 in Novato to I-80 in Vallejo. It is an important regional connection linking job markets and housing within Marin, Sonoma, Napa and Solano Counties and provides access to popular tourist destinations. The most critical issues facing the corridor are: traffic congestion, vulnerability to flooding and sea level rise, and environmental sensitivity. To address these issues, the Metropolitan Transportation Commission, Caltrans District 4, the Sonoma County Transportation Authority, the Transportation Authority of Marin, and the Bay Conservation and Development Commission will work together on the SR 37 Resilient Corridor Program to identify corridor improvements, focusing on the segment between US 101 and CA 121 (Segment A). This project will continue previous efforts that focused on the segment between CA 121 and Mare Island (Segment B) to develop a single vision for the entire corridor.



Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-0532 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/6/2020 **In control:** Programming and Allocations Committee
On agenda: 5/13/2020 **Final action:**
Title: MTC Resolution No. 4411, Revised. Regional Measure 3: Bay Area Corridor Express Lanes Initial Programming.

A recommendation for initial programming of the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.

Sponsors:

Indexes:

Code sections:

Attachments: [10a 20-0532 PAC 3a Reso-4411 RM3 Express Lanes.pdf](#)

Date	Ver.	Action By	Action	Result
5/13/2020	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4411, Revised. Regional Measure 3: Bay Area Corridor Express Lanes Initial Programming.

A recommendation for initial programming of the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.

Presenter:

Lisa Klein

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 3a – 20-0532

MTC Resolution No. 4411, Revised.

Regional Measure 3: Bay Area Corridor Express Lanes Initial Programming

Subject: A recommendation for initial programming of the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes program category.

Background: Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018. RM3, as authorized by Senate Bill 595 (Beall, 2017), includes a comprehensive traffic relief program of projects funded by toll increases on the seven state-owned toll bridges in the Bay Area. Bay Area Corridor Express Lanes is one of six RM3 programmatic categories subject to further programming by MTC. RM3 provides a total of \$300 million in toll funds for the Bay Area Express Lane Network. MTC is to make the funds available based on performance criteria including benefit-cost and project readiness. As a reminder, RM3 is under litigation and collected RM3 revenue is being held in an escrow account. The Authority's current policy is that no allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3.

Staff recommends initial programming of the RM3 Express Lanes Program in May to align with MTC endorsements for the 2020 Senate Bill 1 (SB1) State Competitive funding program (see Item 4a on this agenda). As detailed in Attachment 1, the recommendation aims to leverage RM3 funding by directing funds strategically to ready, high performing projects to best position the region to secure additional funding through SB1. This recommendation is consistent with the policy principles and specific 2020 programming strategy discussed by the Programming and Allocations Committee in March.

Since that discussion, the COVID-19 pandemic has created uncertainty for project funding, performance, prioritization, and delivery. Based on staff's assessment, the express lanes projects proposed for initial programming are still important investments in a seamless transportation system that can serve the region's travel needs in the future. We also believe the project funding plans and revenues, while strained in the current environment, should be able to continue to support the project implementation.

Issues: Attachment 1 lists the following issues, summarized below.


- 1) The full funding plans for the express lanes projects recommended for initial programming on I-80 in Solano County and I-680 in Alameda County are contingent on future actions by MTC and the California Transportation Commission; in the case of I-680, Federal and State actions are required to complete environmental clearance.

- 2) San Francisco requested SB1 funding for the I-280 HOV Lane project, as described in Item 4a. Since this phase of the project is not an express lane, it is not eligible for RM3 Express Lane Program funds; future express lane phases would be eligible. Santa Clara requested funding for the US-101 Express Lanes, Phase 5 Project; staff is recommending MTC nominate this project for the Solutions for Congested Corridors Program. Since it can be fully funded without RM3, as described under Item 4a, staff is not recommending initial RM3 programming for this project.

Recommendation: Refer MTC Resolution No. 4411, Revised to the Commission for Approval, and prioritize the Alameda I-680 project for \$10 million of SB1 Local Partnership Formulaic Program funds allocated to BATA, subject to future MTC approval.

Attachments:

1. Bay Area Corridor Express Lanes Initial Programming Recommendation
2. MTC Resolution No. 4411, Revised
3. Presentation slides



Therese W. McMillan

Attachment 1
MTC Resolution No.4411
Bay Area Corridor Express Lanes Initial Programming Recommendation

Background

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018. RM3, as authorized by Senate Bill 595 (Beall, 2017), includes a comprehensive traffic relief program of projects funded by toll increases on the seven state-owned toll bridges in the Bay Area. Bay Area Corridor Express Lanes is a programmatic category subject to further programming by MTC. RM3 provides a total of \$300 million in toll funds. MTC is to make the funds available based on performance criteria including benefit-cost and project readiness.

As a reminder, RM3 is under litigation and collected RM3 revenue is being held in an escrow account. The Authority's current policy is that no allocations of RM3 funds are anticipated until and unless litigation is resolved in favor of RM3.

Recommended Initial Programming

Staff recommends initial programming based on the general principles and specific 2020 strategy outlined below. This approach aims to leverage RM3 funding by directing funds strategically to ready, high performing projects to best position the region to secure additional funding through Senate Bill (SB1). With a total cost to complete the Express Lane Network in excess of \$5 billion, it is critical to leverage RM3 funds with other funds, including state, local and federal sources in order to deliver projects with high benefit-cost performance. In addition, because of the connection with SB1 endorsements, the initial RM3 programming is consistent with MTC's prioritization principles for the SB1 competitive programs, which include providing mobility in key congested corridors and reducing greenhouse gas emissions.

General RM3 Express Lanes Policy Principles

- Projects should be ready-to-go.
- Projects must have strong benefit-cost performance.
- Recipients must agree to follow regionally consistent toll policies established by MTC/BAIFA.

2020 RM3 Express Lanes Program Strategy

- Deliver seamless system to Bay Area commuters sooner.
- Put funds to work; get ready projects fully funded and constructed in each express lanes corridor group.
- Maximize opportunity to secure SB1 funding.
- Meet commitments by making regional funds available when needed.
- Provide that if projects recommended for funding fail to secure funding or meet other requirements required to begin construction as planned, RM3 funds in the initial programming action will be returned to Reserve.

Since that discussion, the COVID-19 pandemic has created uncertainty for project funding, performance, prioritization, and delivery. Among the uncertainties is whether transit use and driving will rebound at the same rate as the economy recovers. Based on staff's assessment, the

express lane projects proposed for initial RM3 programming are still important investments and provide a seamless transportation system that can serve the region's travel needs in the future. Staff also believes that the project funding plans and revenues, while strained in the current environment, should be able to continue to support the project implementation. Staff will work with project sponsors to continue delivery of the projects.

I-80 Express Lanes: Red Top Road to I-505: \$85 million

This project is important to the development of seamless travel in Solano County as it will eventually connect to priced managed lanes on I-80 through Alameda and Contra Costa County. In addition, it serves as a guideway existing for SolTrans express bus service from Fairfield to El Cerrito del Norte BART and enhanced express bus service from Suisun City to El Cerrito del Norte BART proposed for consideration in Plan Bay Area 2050. RM3 funds would complete the \$249.4 million funding package for construction, in combination with an application to the 2020 SB1 competitive programs for \$123.4 million (subject to endorsement by MTC under Item 4a). Additional project funds include a total of \$41 million comprised of:

(1) Bay Area Toll Authority (BATA) Express Lanes Capital Funds previously remaining from a prior allocation for project development; and

(2) State Transportation Improvement Program (STIP) funds as described in item 4a

The project is ready to start construction in 2021 and has a benefit cost ratio of 1.4¹.

I-680 Express Lanes Southbound: Alcosta Boulevard to SR-84: \$80 million

With construction of this project, there would be a continuous express lane on I-680 southbound from the Benicia Bridge in Contra Costa County, through Alameda County and to State Route 237 in Santa Clara County. This lane serves one of the enhanced express bus routes proposed for consideration in Plan Bay Area 2050. RM3 funds would complete the \$252 million funding package for construction without requiring any competitive SB1 funding, thus improving the chances of the region's other 2020 SB1 submittals as recommended under Item 4a. MTC staff proposes prioritizing \$10 million from the SB1 Local Partnership Formulaic Program funds allocated to BATA for the I-680 funding plan, subject to future MTC approval. BATA is expected to receive \$18 million in Local Partnership Formulaic Program funding over the next three years. Other funds include a total of \$162 million comprised of: (1) county sales tax; (2) loan by Alameda County Transportation Commission against future express lane toll revenue; and (3) future State Transportation Improvement Program (STIP) funds. The project is ready to start construction in March 2022, pending amendment of Plan Bay Area 2040 and approval of the final environmental document, and has a benefit cost ratio of 2.5².

¹ Based on prior analysis and subject to updates for the 2020 SB1 funding cycle.

² Based on prior analysis and subject to updates for the 2020 SB1 funding cycle.

U.S. 101 Express Lanes: I-380 to Santa Clara County: \$75 million

This recognizes the bridge toll commitment made in the 2018 SB1 funding cycle, in which the region was successful in securing \$253 million in for express lanes in San Mateo and Santa Clara counties. In order for the project to proceed on the schedule, BATA included this \$75 million in its FY 2019-2020 Toll Bridge Program Operating and Capital Budgets with the understanding that MTC could program RM3 Express Lane Program funds to the project to offset the BATA funding. The project began construction in 2019 and has a benefit cost ratio of 2.1.

Because BATA secured bridge tolls for this project through a prior action, staff recommends it not be subject to the requirement to follow regionally consistent toll policies established by MTC/Bay Area Infrastructure Financing Authority (BAIFA). However, the San Mateo Express Lanes Joint Powers Authority (JPA) and BAIFA have entered into an agreement whereby BAIFA will provide the toll system and operate the express lanes under contract to the JPA. This agreement provides that the JPA will work with other Bay Area toll operators toward regionally consistent policies that allow seamless travel among toll operators.

Reserve: \$60 million

The reserve provides leverage for future SB1 funding or other competitive funding opportunities. Priority for a portion of this reserve will be given to Interstate 680 Northbound Express Lane: Livorna to Marina Vista, pending completion of environmental review and sufficient design to determine the benefit-cost ratio and development of a full funding plan.

In addition, funds from the reserve may be used to develop a pipeline of high performing express lane projects or for supportive operational improvements, as allowed by statute, and consistent with the Bay Area Express Lanes Strategic Plan that is currently under development. The Strategic Plan, which will be completed later this year, will articulate policies and identify a larger network that can be delivered over the next 15 years and that will require considerable funding in addition to RM3. The Strategic Plan will address important considerations such as:

- Interface with robust and cost-effective express bus service.
- Strategies to address equity.
- An approach to achieve consistent toll policies.
- Strategies and tradeoffs for closing gaps and for addressing mega-region travel and reducing greenhouse gas emissions.
- Ways to reduce capital costs and expedite delivery.

Return to Reserve

Staff recommends the initial programming action provide that if the projects funding fail to secure funding or meet other requirements necessary to begin construction as planned, RM3 funds in the initial programming action will be returned to reserve. Specifically, for the Solano I-80 project, the RM3 funds would return to reserve if the sponsors do not successfully secure 2020 SB1 competitive funds. For the Alameda I-680 project, the RM3 funds would return to reserve if the sponsor does not begin construction by December 31, 2022 (about nine months from the current estimated construction start date). MTC may consider extending these deadlines or reaffirming RM3 programming to support subsequent funding opportunities for these projects if the above conditions are not met.

Issues

As noted above, the full funding plans for the I-80 and I-680 express lane projects are contingent on future actions by MTC and the California Transportation Commission; in the case of I-680, Federal and State actions are required to complete environmental clearance.

San Francisco requested SB1 funding for the I-280 HOV Lane project, as described in Item 4a. Since this phase of the project is not an express lane, it is not eligible for RM3 Express Lane Program funds; future express lane phases would be eligible. Santa Clara requested funding for the US-101 Express Lanes, Phase 5 Project; staff is recommending MTC nominate this project for the Solutions for Congested Corridors Program. Since it can be fully funded without RM3, as described under Item 4a, staff is not recommending initial RM3 programming for this project.

Recommendation

Refer MTC Resolution No. 4411 to the Commission for Approval, and prioritize the Alameda I-680 project for \$10 million of SB1 Local Partnership Formulaic Program funds allocated to BATA, subject to future MTC approval.

Date: March 25, 2020
W.I.: 1258
Referred by: PAC
Revised: 05/27/20-C

ABSTRACT

MTC Resolution No. 4411, Revised

This resolution establishes programming for Regional Measure 3 (RM3) capital projects sponsored or co-sponsored by MTC or BATA.

This resolution includes the following attachments:

Attachment A – Goods Movement and Mitigation Program of Projects

Attachment B – Bay Area Corridor Express Lanes Program of Projects

This resolution was revised on May 27, 2020 by Commission Action to add Attachment B – Bay Area Corridor Express Lanes Program of Projects.

Additional discussion of this allocation is contained in the Executive Director’s memorandum and MTC Programming and Allocations Committee Summary sheet dated March 11, 2020 and May 13, 2020.

Date: March 25, 2020
W.I.: 1258
Referred by: PAC

Re: Programming of Regional Measure 3 Capital Projects Sponsored or Co-Sponsored by MTC or BATA

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4411

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

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

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

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

WHEREAS, on December 19, 2018, the Authority adopted Resolution No. 128 adopting a toll schedule phasing in the toll increase approved pursuant to RM3, effective on January 1, 2019; and

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

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

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

WHEREAS, the RM3 Expenditure Plan gives certain responsibilities to MTC or BATA for specific projects, including project sponsorship or co-sponsorship, making funds available for projects, providing funding for competitive grant programs, allocating funding to an agency designated to build a project, or consulting with entities to determine a project sponsor, as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, pursuant to Section 30914.7(a) of the California Streets and Highways Code, other entities are joint project sponsors of certain RM3 capital projects or otherwise listed in determining the project sponsor;

WHEREAS, the Attachments to this resolution, attached hereto and incorporated herein as though set forth at length, list project programming determinations for specific projects pursuant as Section 30914.7(a) of the California Streets and Highways Code; now, therefore, be it

RESOLVED, that MTC approves the programs of projects as set forth in the Attachments; and be it further


RESOLVED, that MTC may take further action to issue RM3 Letters of No Prejudice based on the programs of projects as set forth in the Attachments; and, be it further

RESOLVED, that further MTC action in the form of approved allocations are required to expend RM3 funds; and, be it further

RESOLVED, that MTC will meet all obligations for these projects regarding joint sponsors and other entities pursuant to Section 30914.7(a) of the California Streets and Highways Code; and be it further

RESOLVED, that a certified copy of this resolution and applicable attachments shall be forwarded to any applicable project sponsor, co-sponsor, or implementing agency.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California, on March 25, 2020.

Goods Movement and Mitigation

RM3 Project No.	3
Project Title	Goods Movement and Mitigation
Funding Amount	\$160,000,000
Statute Project Description	
Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland.	
Statute Project Sponsor Description	
The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland. The project sponsor is the Metropolitan Transportation Commission and the Alameda County Transportation Commission.	
Other Project Sponsor Action Required for Programming	
Alameda County Transportation Commission (Alameda CTC) is expected to adopt a program of projects consistent with the list below at its March 26, 2020 meeting.	

Program of Projects

Project Sponsor	Project Title	RM3 Amount (\$ millions)
Alameda County Transportation Commission	GoPort Suite of Projects at the Port of Oakland, including the 7 th Street Grade Separation (East and West) Project*	\$80
Alameda County Transportation Commission	Other Rail Crossing Safety and Emissions Reduction Projects	\$40
Program Reserve	TBD	\$40
Total		\$160

*Alameda CTC has applied for an INFRA (Infrastructure for Rebuilding America) program grant for the GoPort project. If successful, the INFRA funds, rather than RM3 funds, will go toward the cost increase of the 7th Street Grade Separation East project.

RM3 Program of Projects – Bay Area Corridor Express Lanes

RM3 Project No.	2
Project Title	Bay Area Corridor Express Lanes
Funding Amount	\$300,000,000
Statute Project Description	
Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara.	
Statute Project Sponsor	
Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness.	
Other Project Sponsor Action Required for Programming	
Sponsors must agree to follow regionally consistent toll policies established by MTC/BAIFA	

Program of Projects

Project Sponsor	Project Title	RM3 Amount (\$ millions)
San Mateo County Transportation Authority	US 101 Express Lanes: I-380 to Santa Clara County Line ¹	\$75
Solano Transportation Authority	Interstate 80 Express Lanes: Red Top Road to I-505 ²	\$85
Alameda County Transportation Commission	Interstate 680 Southbound Express Lane: Alcosta Boulevard to SR-84 ²	\$80
Express Lanes Program Reserve	TBD ³	\$60
Total		\$300

¹ Project exempt for requirement to follow regionally consistent toll policies established by MTC/BAIFA since toll funds were committed through prior BATA action.

² Funds programmed to these projects are intended as leverage for 2020 Senate Bill 1 (SB1) Solutions for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), and Local Partnership Program (LPP). If the I-80 project fails to secure sufficient 2020 SB1 funding to fully fund the project and start construction as planned in 2021, the \$80 million in RM3 programmed to this project will be returned to the RM3 Express Lanes Program Reserve. If the I-680 project fails to secure fully funding and meet environmental and regulatory requirements to start construction by the end of calendar year 2022, the \$80 million in RM3 programmed to this project will be returned to the RM3 program reserve.

³ Projects may include development or construction of express lanes or supportive operational improvements. Priority for a portion of this reserve will be given to Interstate 680 Northbound Express Lane: Livorna to Marina Vista, pending completion of environmental review, sufficient design to determine the benefit-cost ratio and development of a full funding plan.

Regional Measure 3

Bay Area Express Lanes

Initial Programming



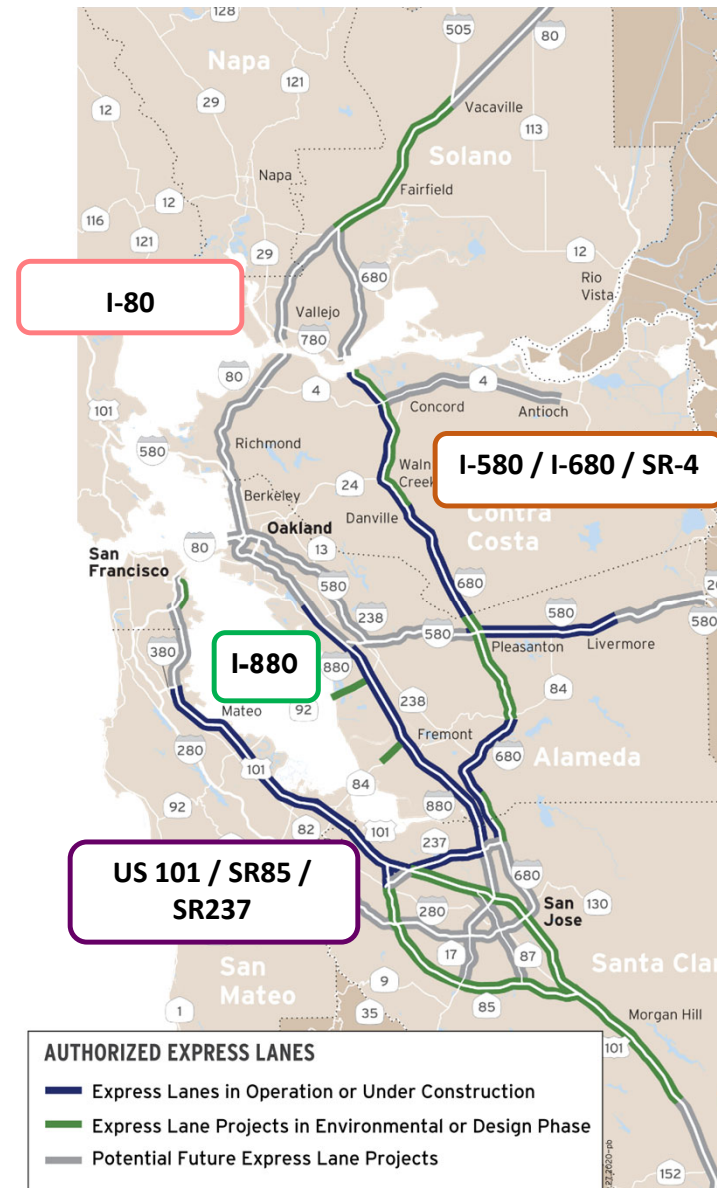
May 13, 2020

Programming and Allocations Committee

Bay Area Corridor Express Lanes

- \$300 million available in Regional Measure 3
- Eligible projects include express lanes and supporting operational strategies
- MTC shall make funds available based on performance criteria, including benefit-cost and project readiness

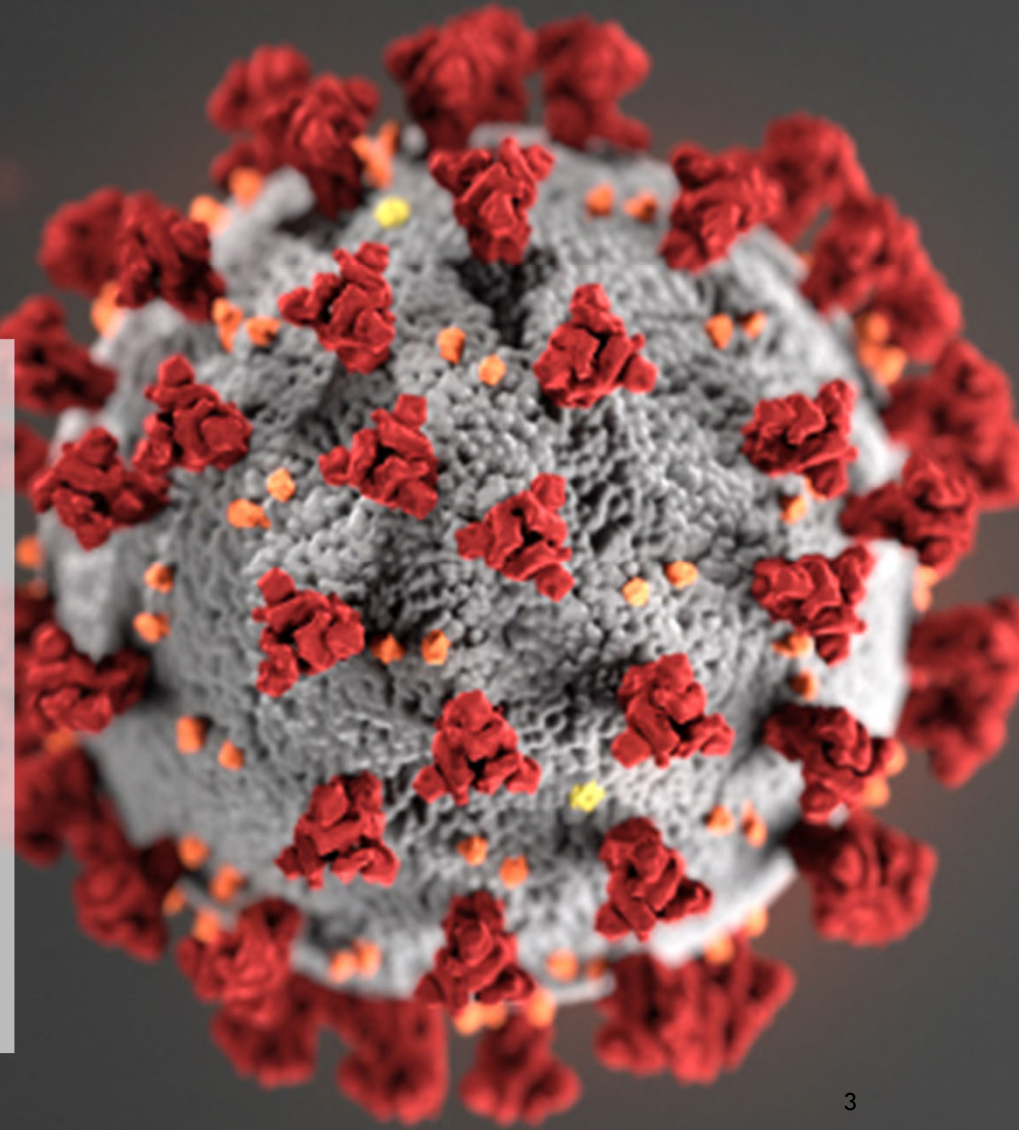
The cost to complete the express lanes network is on the order of \$5 billion



Background

COVID-19 Pandemic

- Current pandemic and “new normal” create project uncertainty
- Proposed projects critical for Bay Area transportation network, providing significant benefits
- Bridge Tolls, while decreased, are still committed to legislatively-named projects like Express Lanes



2020 RM3 Express Lanes Program Strategy

- Deliver seamless system to Bay Area commuters
- Put funds to work in each express lanes corridor group
- Maximize opportunity to secure SB1 funding
- Meet commitments by making regional funds available when needed
- RM3 funds returned to reserve if projects fail to secure funding or meet other requirements to start construction

General RM3 Express Lane Policy Principles



Projects should be ready-to-go



Projects must have strong benefit-cost performance



Recipients must agree to follow regionally consistent toll policies established by MTC/BAIFA

RM3 Express Lanes Program - Initial Programming Recommendation

Tied to 2020 SB1 Competitive Programs Strategy	\$165 million
San Mateo 101 express lanes funded in the 2018 Senate Bill 1 program	\$75 million
Reserve* <ul style="list-style-type: none"> • Leverage future competitive funding opportunities • Develop a pipeline • Implement projects that align with the Strategic Plan (underway) 	\$60 million
TOTAL	\$300 million

* Priority for a portion of this reserve will be given to Interstate 680 Northbound Express Lane: Livorna to Marina Vista, pending future project development including benefit/cost and full funding.

Project Detail Initial RM3 Programming Recommendation

Corridor	Express Lane Project	RM3 Statute Requirements		Construction Cost and Funding (\$M)			
		Readiness (Start of Construction)	Benefit/Cost	Total Cost	RM3	SB1 Competitive Proposed	Other
I-80	1 I-80: Red Top to I-505	2021	1.4 ⁽¹⁾	\$249	\$85	\$123	\$41
I-680/ I-580	2 I-680 Southbound: Alcosta Boulevard to SR-84	2022	2.5 ⁽¹⁾	\$252	\$80	\$0	\$172 ⁽³⁾
US-101/ SR-237/ SR-85	3 US-101: I-380 to Santa Clara County ⁽²⁾ Funded in 2018 SB1 Cycle	2019	2.1	\$393	\$75	\$220 ⁽⁴⁾	\$98
RM3 Express Lanes Program Reserve					\$60		
RM3 Total					\$300		

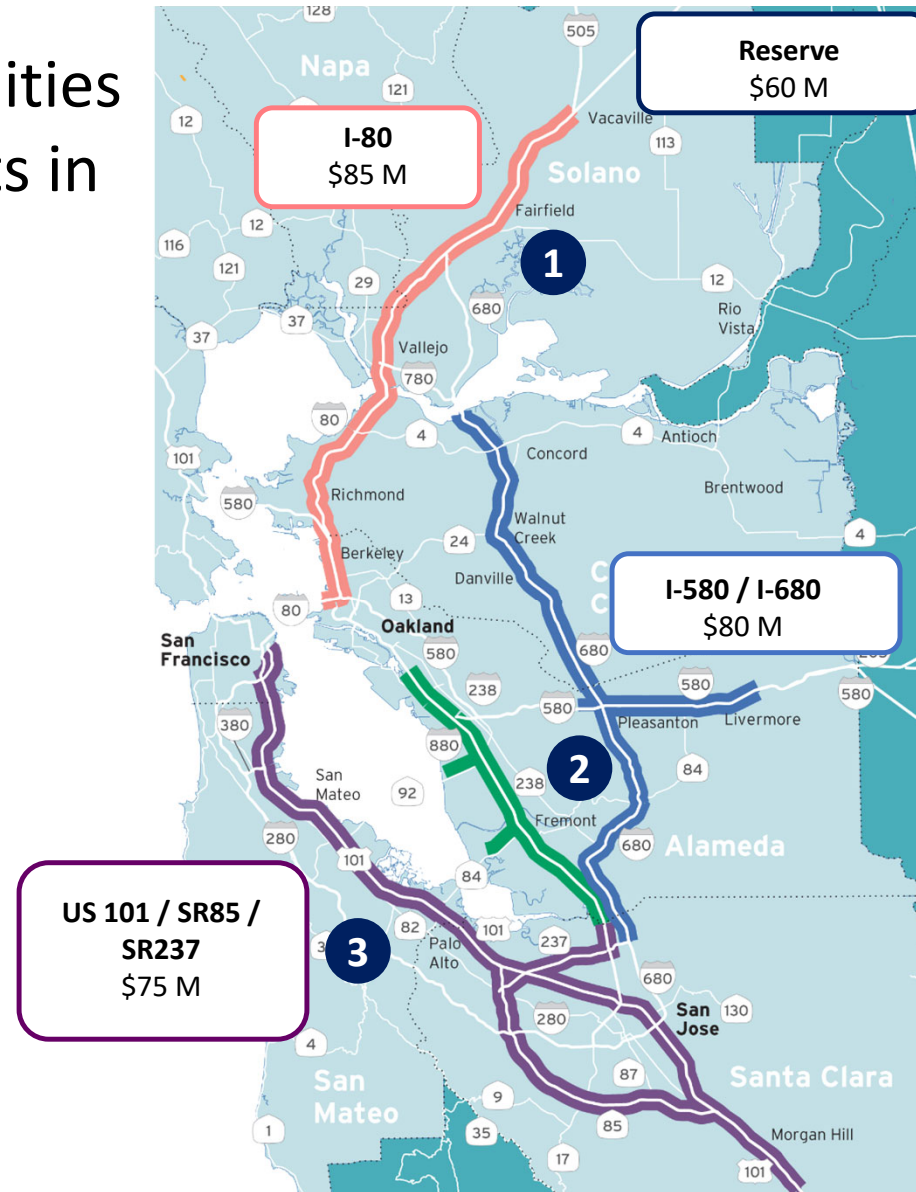
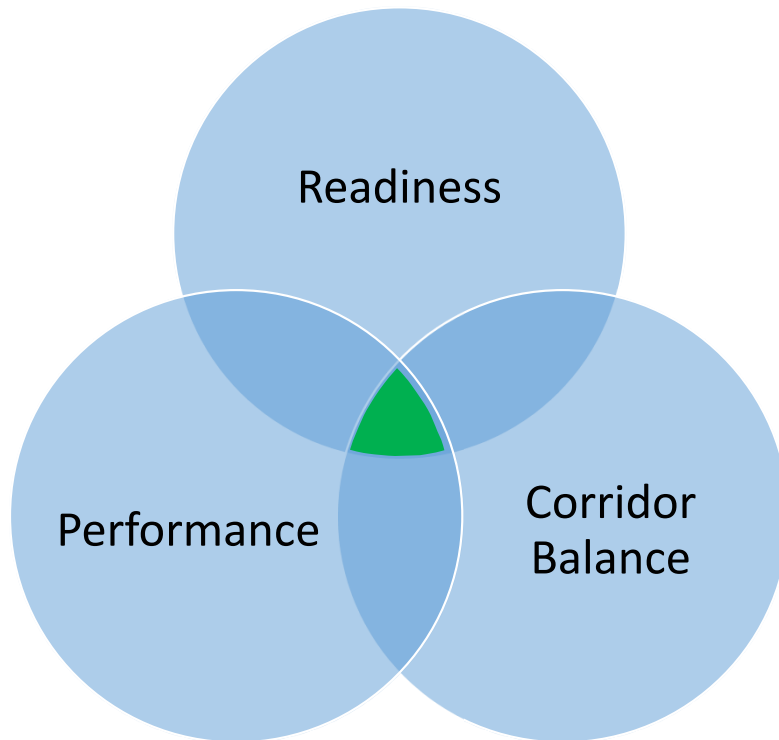
⁽¹⁾ Based on prior analysis and subject to updates for the 2020 SB1 funding cycle.

⁽²⁾ Project already under construction. Propose toll policy requirement not be applicable since BATA committed bridge tolls through prior action.

⁽³⁾ Recommend MTC prioritize \$10 million of SB1 Local Partnership Funds allocated to BATA, subject to future MTC approval.

⁽⁴⁾ Funds secured in 2018 SB1 funding cycle.

Leverage Senate Bill 1 funding opportunities and fund ready, high performing projects in major express lane corridors.



Bay Area Express Lanes Strategic Plan

Define express lane network goals	✓
Identify potential projects over 30 years	✓
Inform near-term funding opportunities	✓
Develop 15-year priority network	Underway
Integrate into Plan Bay Area 2050	Underway
Explore policy issues & develop recommendations <ul style="list-style-type: none">• Close gaps• Express bus interface• Equity• Toll policy consistency• Mega Region• Financing, cost reductions & expedited delivery	Underway





Metropolitan Transportation Commission

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Legislation Details (With Text)

File #: 20-0458 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 3/1/2020 **In control:** Programming and Allocations Committee
On agenda: 5/13/2020 **Final action:**
Title: MTC Resolution Nos. 4417 and 4418. Adoption of Regional Program of Applications for two Senate Bill 1 Competitive Programs

Recommendation of projects for regional application support for Senate Bill 1 (SB 1) Solution for Congested Corridors and Trade Corridor Enhancement Programs.

Sponsors:

Indexes:

Code sections:

Attachments: [10b 20-0458 1 PAC 4a Resos 4417-4418 SCC-TCEP.pdf](#)
[4a 20-0458 HANDOUT Correspondence SenatorMcGuire 05-11-2020.pdf](#)
[4a 20-0458 HANDOUT Correspondence TAM 05-08-2020.pdf](#)

Date	Ver.	Action By	Action	Result
5/13/2020	1	Programming and Allocations Committee		

Subject:

MTC Resolution Nos. 4417 and 4418. Adoption of Regional Program of Applications for two Senate Bill 1 Competitive Programs

Recommendation of projects for regional application support for Senate Bill 1 (SB 1) Solution for Congested Corridors and Trade Corridor Enhancement Programs.

Presenter:

Kenneth Kao

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 13, 2020

Agenda Item 4a – 20-0458

**MTC Resolution Nos. 4417 and 4418. Adoption of Regional Program of Applications for
two Senate Bill 1 Competitive Programs**

Subject: Recommendation of projects for regional application support for Senate Bill 1 (SB 1) Solution for Congested Corridors and Trade Corridor Enhancement Programs.

Background: Senate Bill 1 (SB 1) created new competitive programs and provides additional funding to existing competitive programs under the state's administration. Two programs require MTC action: the Solutions for Congested Corridors (SCC) and the Trade Corridor Enhancement Program (TCEP). MTC and Caltrans are the sole nominating agencies for Bay Area SCC projects. MTC does not nominate, but rather compiles Bay Area TCEP project nominations from sponsor agencies.

As detailed in Attachment 1, staff is recommending projects for both programs, as summarized below:

(\$ Millions)

Program	No. of Projects Recommended	Amount Recommended	Amount Available Statewide	% Proposed
SCC	5	\$ 320	\$494	65%
TCEP	6	\$ 275	\$1,392	20%
Total	10*	\$472*	\$1,886	25%

* One project is nominated for both programs

Staff worked with Bay Area County Transportation Agencies (BACTAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs. The recommended projects strongly meet the goals of each program, as well as regional prioritization principles adopted by the Commission in November 2019.

Since staff initiated the SB1 regional nomination process, the COVID-19 pandemic has created uncertainty for project funding, prioritization, and delivery. Based on staff's assessment, the projects proposed for these two programs are still important investments for the transportation network and will provide significant benefits as outlined in the attachments. We also believe that the project funding plans and revenues, while strained in the current environment, should be able to continue to support the project implementation.

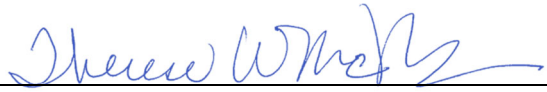
Issues: Attachment 1 lists five issues, summarized below.

- 1) Since MTC is neither a project sponsor nor implementing agency, MTC will not be responsible for funding any cost increases.
- 2) If Regional Measure 3 (RM3) funds are not available when needed, MTC is not obligated to find alternate or substitute funding to make up for RM3 funds.

- 3) The funding plan for the I-80 Express Lanes in Solano County relies on repayment of a Letter of No Prejudice from RM3 funding.
- 4) The recommendation does not include a \$50 million request for the San Francisco I-280 High-Occupancy Vehicle Lane project based on project schedule constraints and Caltrans nomination list.
- 5) CTC approved schedule revisions that provide an additional 17 to 19 days for application preparation. CTC did not change the program adoption date of December 2020.

Recommendation: Refer MTC Resolution Nos. 4417 and 4418 to the Commission for approval, and direct staff to transmit the programs of nominations to the California Transportation Commission (CTC).

Attachments: Attachment 1: Adoption of SB 1 Competitive Programs
Attachment 2: SCC and TCEP Nomination Tables
Attachment 3: Project Scope and Benefit Summary
Attachment 4: SB 1 SCC and TCEP Project Map
Attachment 5: Slide Presentation
Attachment 6: Project Nomination Request Letters
MTC Resolution Nos. 4417 and 4418



Therese W. McMillan

**Attachment 1:
MTC Resolution Nos. 4417 and 4418
Adoption of Senate Bill 1 (SB 1) Competitive Programs**

Background

Senate Bill 1 (SB 1) created new competitive programs and provides additional funding to existing competitive programs under the state's administration. Two programs require MTC action: the Solutions for Congested Corridors (SCC) Program, where MTC nominates projects; and the Trade Corridor Enhancement Program (TCEP), where MTC compiles project nominations. This memorandum summarizes the staff recommendations for each program.

Staff worked with the Bay Area County Transportation Agencies (BACTAs), transit operators, Caltrans, and the applicable state agencies in recent months to develop these programs.

Since staff initiated the SB1 regional nomination process, the COVID-19 pandemic has created uncertainty for project funding, prioritization, and delivery. Based on staff's assessment, the projects proposed for these two programs are still important investments for the transportation network and will provide significant benefits as outlined in the attachments. Staff also believes that the project funding plans and revenues, while strained in the current environment, should be able to continue to support the project implementation. Specifically, the state revenues that fund these two programs are relatively stable: SCC is funded annually off-the-top of state gas tax revenues, while TCEP may decrease slightly since funding comes from taxes on diesel fuel and anticipated federal funding. Staff will continue to work with project applicants and the state to continue delivery of successful project nominations.

Prioritization Principles for Bay Area SB 1 Competitive Program Nominations

In November 2019, the Commission adopted a set of prioritization principles to use in evaluating and prioritizing SB 1 Competitive Program Nominations. To maximize the region's grant performance and competitiveness, the principles are closely aligned with the state's project selection criteria and program goals, and with regional plans, policies, and priorities.

The California Transportation Commission (CTC) directs nominating agencies to prioritize projects nominated for SCC funding. Staff evaluated and prioritized project nominations on the following prioritization principles adopted in November 2019:

- Projects listed in SB 1 legislation
- Addresses mobility in key congested corridors
- Reduces Greenhouse Gas Emissions/ Advances Governor's Executive Order
- Deliverability by FY 22-23, and Leveraging/Full Funding
- Partnership (Caltrans joint-nomination preferred)

Additionally, staff recommends including one small/rural project consistent with CTC's intent to fund smaller projects in more rural areas of the state.

While MTC does not need to prioritize project nominations for TCEP, staff evaluated but did not prioritize project nominations based on the November 2019 principles:

- Addresses mobility in key freight corridors
- Addresses community impacts from freight corridors

- Deliverability by FY 22-23, and Leveraging/Full Funding
- Partnership (Caltrans joint-nomination preferred)

Project evaluations and prioritization, if applicable, are listed in Attachment 2.

Solutions for Congested Corridors (SCC) Cycle 2: MTC Resolution No. 4417

SB 1 directs \$250 million per year to the Solutions for Congested Corridors (SCC) Program to fund projects designed to reduce congestion in highly-traveled corridors. Cycle 2 of the SCC Program covers two years (FY 2021-22 and FY 2022-23), totaling \$494 million available statewide (accounting for \$6 in Cycle 1 over-programming). The Bay Area's share of congestion is approximately one-quarter to one-third of the state total congestion, depending on the metric used. According to SB 1, only MTC, as the Regional Transportation Planning Agency (RTPA) for the nine-county Bay Area, and Caltrans may nominate projects within the Bay Area for SCC funds; however, the implementing/ sponsoring agency may be any public agency.

The SB1 statute lists two example projects in the Bay Area by name: 1) Emerging solutions for the Route 101 and Caltrain corridor connecting Silicon Valley with San Francisco, and 2) Multimodal approaches for the Route 101 and Sonoma-Marin Area Rail Transit (SMART) rail corridor between the Counties of Marin and Sonoma.

Staff recommends nominating 5 projects totaling \$320 million for MTC's SCC Cycle 2 Program. Staff evaluated the candidate projects using the prioritization principles discussed earlier, with one project in the "small/rural" category consistent with the California Transportation Commission's (CTC's) SCC Guidelines intent. The proposed ranking of projects based on the adopted prioritization principles is listed in Tables 1a and 1b of Attachment 2. Project applications are due to the CTC by July 17, 2020 (due date extended: see bullet 5 under "Issues").

Consistent with the approach taken for other competitive statewide funding programs, the nomination amount is roughly equivalent to double the region's share of congestion. Because the congestion relief needs are so vast in our dynamic and job-rich region, the list is constrained and many other strong projects remain for future rounds of SB1 SCC funding.

Trade Corridor Enhancement Program (TCEP) Cycle 2: MTC Resolution No. 4418

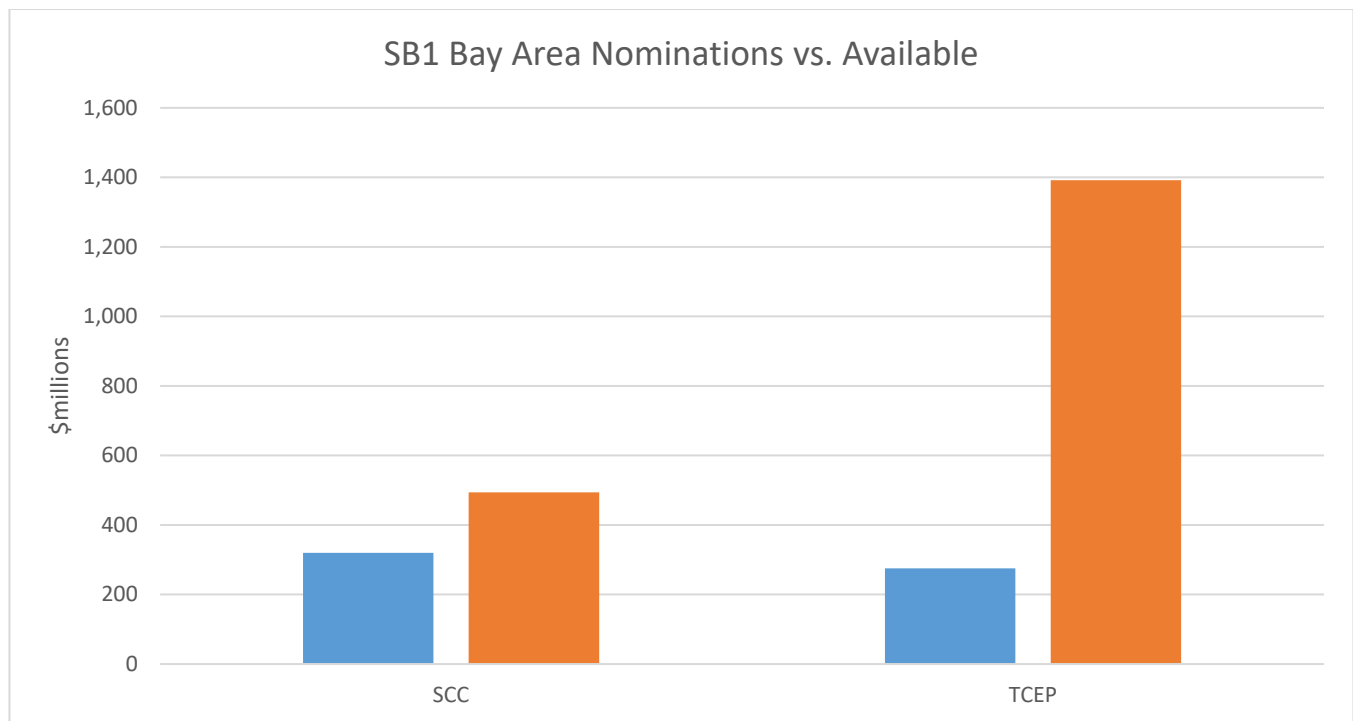
SB 1 provides roughly \$300 million per year to the Trade Corridor Enhancement Account (TCEA) to fund infrastructure improvements on corridors that have a high volume of freight movement. Additionally, Senate Bill 103 directs the CTC to allocate both TCEA funds and California's National Highway Freight Program formula funds (depending on the reauthorization of the federal transportation act) through the TCEP. The current program will cover three years (FY 2020-21 through FY 2022-23), totaling about \$1.4 billion statewide. The funds are further split 40% to Caltrans, or \$557 million, and 60% to regions, of which a target of \$226 million is identified for the Bay Area and Central Valley. The CTC Guidelines state that MTC, as the Metropolitan Planning Organization (MPO) for the nine-county Bay Area, is responsible for compiling project nominations within the region and confirming consistency with MTC's adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Staff compiled 6 candidate projects totaling \$275 million for the TCEP. We worked in close coordination with Caltrans; however, unlike the SCC program, the final Caltrans list is still under

development. The MTC proposed TCEP projects are listed in Table 2 of Attachment 2. Project applications are due to CTC by August 3, 2020 (due date extended: see bullet 5 under “Issues”).

Staff proposes a list of the trade projects that best align with the TCEP guidelines, focusing on projects in the primary freight network and those with near-term delivery. The recommended program is consistent with the Regional Goods Movement Plan and the regional goods movement investment strategy.

The table below illustrates the Bay Area’s nominations for SCC and TCEP funds in relation to the amounts available statewide.



SB1 Local Partnership Program

The two programs discussed above are among the largest SB1 programs, and are the biggest of the competitive programs managed by CTC. Another, smaller program is the Local Partnership Program (LPP). The LPP is divided between a formula program (60%) and a competitive program (40%), with \$600 million available over the three-year cycle. Public agencies with voter approved taxes, fees or tolls dedicated to transportation improvements are eligible for the program. In the Bay Area, 15 agencies are receiving formula funds, averaging a total of \$26 million annually. For the formula funds, agencies can use the funds for any eligible project, and a wide range of project types are eligible.

Similarly, any agency eligible for the formula program may apply for the competitive program. Applications are due by June 30, 2020 (due date extended: see bullet 5 under “Issues”). MTC has no formal role in approving other agencies’ project applications for the LPP programs. MTC/BATA is eligible for LPP formula funding due to voter approved bridge tolls, and is expected to receive \$18 million in LPP formula funds over the next three fiscal years. Staff will propose MTC/BATA’s LPP formula program, including prioritizing \$10 million in LPP funds for the I-680 Southbound Express

Lanes project in Alameda County if approved under item 3a on this agenda, at a future Commission meeting.

Issues

1) While MTC has a clear nominating and screening role in the SB1 competitive programs, MTC is neither a project sponsor nor implementing agency. Therefore, MTC will not be responsible for funding any cost increases unless explicitly agreed. Keeping the project within cost, scope, and schedule is the responsibility of the sponsoring and implementing agencies.

2) Three projects list Regional Measure 3 (RM3) funds in the project funding plan. The US-101 Marin-Sonoma Narrows (MSN) project in Marin County includes \$90 million in RM3 funds legislatively committed to the MSN project, and the overall I-680/SR-4 Interchange project in Contra Costa County includes \$210 million in RM3 funds legislatively committed to the project. The I-80 Express Lanes project in Solano County requires programming of Regional Measure 3 (RM3) Express Lanes funding. MTC programming of the RM3 funds is the subject of another item on this agenda. The adopting resolutions clarify that if RM3 funds are no longer available, MTC is under no obligation to find alternate or substitute funding to make up for lost funding.

3) The funding plan for the I-80 Express Lanes in Solano County includes \$34 million in State Transportation Improvement Program (STIP) funds. STA proposes to transfer a portion of these STIP funds to cover a cost increase on a separate TCEP cycle 1 project, the I-80/680/12 Interchange Phase 2A project. Since Regional Measure 3 funds legislatively committed to the Interchange project would have covered the cost increase, STA will request a Letter of No Prejudice this summer so that it can be repaid from RM3. STA will commit the repaid funds to complete the I-80 Express Lanes funding plan.

4) San Francisco I-280 High-Occupancy Vehicle (HOV) Lane: San Francisco requested that MTC and Caltrans nominate the I-280 HOV Lane project for \$50 million. The HOV Lane project is an initial step in San Francisco's planned Express Lane network. Caltrans chose not to nominate San Francisco's project due in part to the constrained project schedule; MTC staff recommends not including the project in this cycle of SCC funding, but will consider it in the subsequent SCC cycle in 2022.

5) Program Schedules: CTC adopted schedule revisions to delay the application due date at its special April 29, 2020 meeting. Regional agencies, including MTC, requested additional time to complete project applications due to COVID-19 related delays. CTC's revised application due dates provide an additional 17 to 19 calendar days. CTC did not change the program adoption date of December 2020 to allow projects to continue moving forward as quickly as possible, supporting jobs and the economy.

Recommendation:

Refer MTC Resolution Nos. 4417 and 4418 to the Commission for approval, and direct staff to transmit the project nominations and compiled list to the CTC.

Attachment 2: SB 1 SCC & TCEP Competitive Program Nominations

May 13, 2020 Programming and Allocations Committee Item 4a

Table 1A: Recommended MTC Urban Solutions for Congested Corridors Program Nominations (\$494M statewide)

#	Sponsor	Urban Project	SCC Request (\$millions)	Prioritization Principles					Caltrans Nominated
				Included in SB1	Congestion	GHG Reduction	Deliver-ability	Leverage	
1	BART	BART Transbay Core Capacity: Train Control	\$60		Highest	High	High	High	✓
2	Caltrans	Marin US-101 Marin-Sonoma Narrows, Segment B7	\$40	✓	High	High	High	High	✓
3	VTA	Santa Clara US-101 Express Lanes, Phase 5	\$72	✓	High	High	Medium	High	
4	Caltrans	Solano I-80 Express Lanes (Red Top-505)*	\$123		Medium	Medium	High	Medium	✓
Urban Total:			\$295						* Also nominated in TCEP

Table 1B: Recommended MTC Rural Solutions for Congested Corridors Program Nominations (\$494M statewide)

#	Sponsor	Rural Project	SCC Request (\$millions)	Prioritization Principles					Caltrans Nominated
				Included in SB1	Congestion	GHG Reduction	Deliver-ability	Leverage	
R1	Caltrans	Napa SR-29/221 Soscol Junction*	\$25		Medium	Medium	High	Medium	
Rural Total:			\$25						* Also nominated for Local Partnership Competitive

Table 2: Bay Area Trade Corridor Enhancement Program Nominations (\$1.4B Statewide; \$0.5B (40%) Caltrans; \$0.8B (60%) Regional Corridors; \$226M Northern California)

			Prioritization Principles				
Sponsor	Project	TCEP Request (\$millions)	Key Freight Corridor	Address Community Impacts	Deliver-ability	Leverage	Caltrans Nominated
Port of Oakland	Port of Oakland Roundhouse Electric Vehicle (EV) Charging Facility	\$9	✓	✓	✓	✓	✓
Alameda CTC	Alameda Rail Grade Crossing Safety Improvements	\$25	✓	✓	✓	✓	✓
CCTA	Contra Costa I-680/SR-4 Interchange (Design)	\$21	✓		✓	✓	✓
VTA	Santa Clara US-101 / SR-25 Interchange	\$74	✓		✓	✓	✓
Caltrans	Solano I-80 Westbound Cordelia Truck Scales (Design)	\$23	✓		✓	✓	✓
Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123	✓		✓	✓	*
Total:		\$275	* Nominated for SCC Program				

Attachment 3: SB 1 SCC & TCEP Project Scope and Benefit Summary

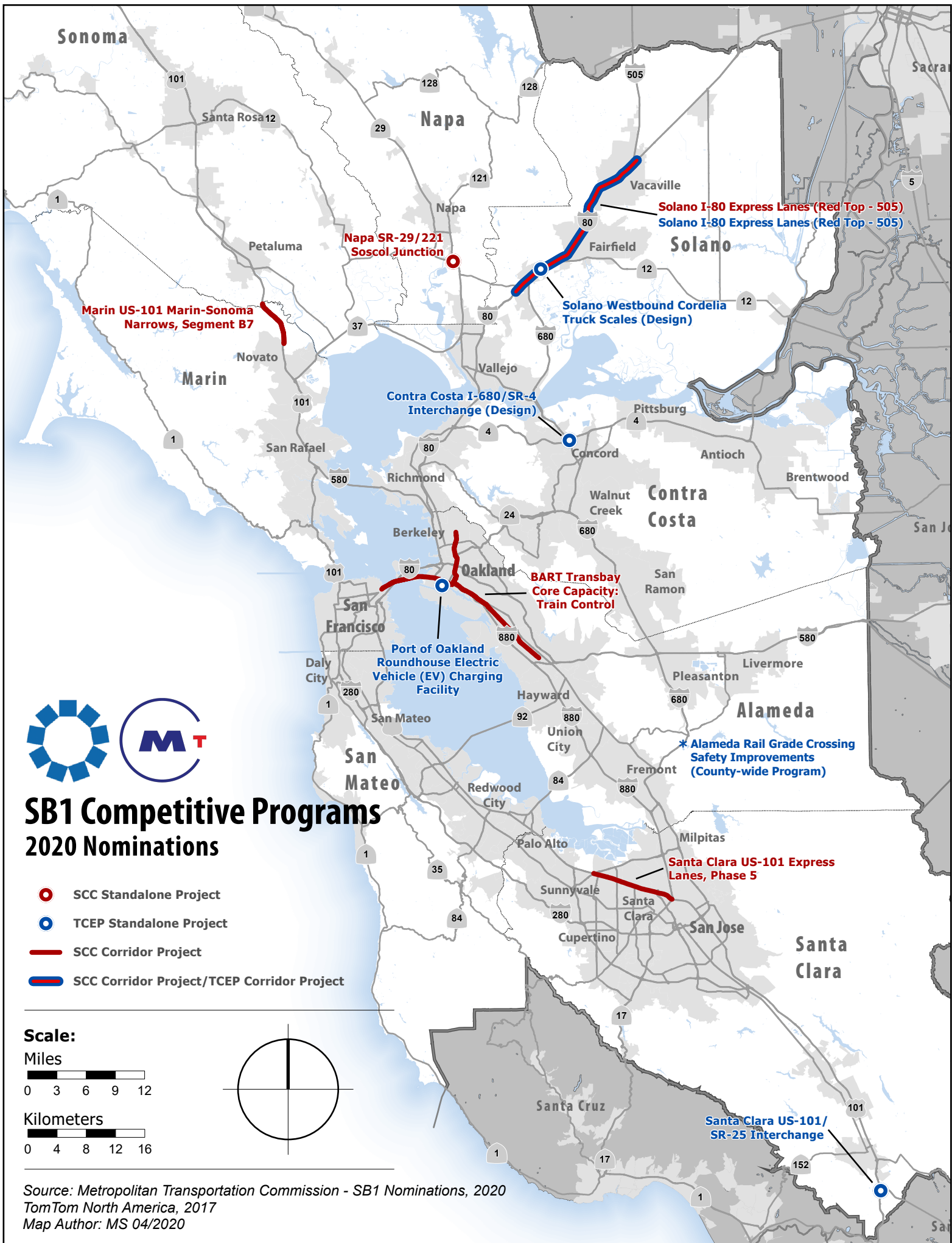
May 13, 2020 Programming and Allocations Committee Item 4a

Table 1: Recommended MTC Solutions for Congested Corridors Program Nominations (\$494M statewide)

#	Sponsor	Urban Project	SCC Request (\$millions)	Project Scope and Benefit Summary
1	BART	BART Transbay Core Capacity: Train Control	\$60	Upgrade and modernize BART train control system. Project will increase trains operating through the Transbay Tube from 23 to 28 trains per hour, relieving overcrowding; increasing reliability, ridership, and vehicles-miled traveled; and reducing greenhouse gas emissions.
2	Caltrans	Marin US-101 Marin-Sonoma Narrows, Segment B7	\$40	Complete High-Occupancy Vehicle (HOV) lanes between Novato and Petaluma, providing 50 miles of continuous HOV lanes on US-101 in Marin and Sonoma Counties. Project will reduce congestion and improve mobility, and is part of the multimodal solution to congestion (along with Sonoma-Marín Area Rail Transit (SMART)).
3	VTA	Santa Clara US-101 Express Lanes, Phase 5	\$72	Convert existing HOV lanes to Express Lanes (EL) and add a second EL in each direction on US-101 from SR-237 in Sunnyvale to I-880 in San Jose. Project will provide shorter and more reliable travel times for motorists and public transit bus riders, improved safety, and reduced congestion.
4	Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123	Convert existing HOV lanes to Express Lanes (EL) and add new ELs between Red Top Rd. in Fairfield to I-505 in Vacaville, roughly 18 miles. Project will alleviate congestion, encourage carpooling/vanpooling, expedite regional transit connections, and reduce single-occupancy vehicles.
R1	Caltrans	Napa SR-29/221 Soscol Junction	\$25	Construct new interchange with two roundabouts to facilitate traffic movement at the SR-29 and SR-221 interchange, with bicycle and pedestrian infrastructure. Project will alleviate congestion, improve traffic operations and enhance safety for all transportation modes while improving bike/ped connectivity.
Total:			\$320	

Table 2: Bay Area Trade Corridor Enhancement Program Nominations (\$1.4B Statewide; \$0.5B (40%) Caltrans; \$0.8B (60%) Regional Corridors; \$226M Northern California)

Sponsor	Project	TCEP Request (\$millions)	Project Scope and Benefit Summary
Port of Oakland	Port of Oakland Roundhouse Electric Vehicle (EV) Charging Facility	\$9	Construct on-port electric vehicle charging facility and parking location for trucks accessing the Port. Project will reduce carbon footprint and energy consumption, support implementation of electric freight vehicles and equipment, and reduce number of trucks parking in surrounding neighborhoods.
Alameda CTC	Alameda Rail Grade Crossing Safety Improvements	\$25	Construct various safety enhancements at at-grade railroad crossings throughout Alameda County. Project will improve safety for all users at railroad crossings, relieve trespassing issues, and support on-going regional rail plan implementation.
CCTA	Contra Costa I-680/SR-4 Interchange (Design)	\$21	Construct various improvements at the I-680 and SR-4 Interchange and connectors. Project will provide congestion relief and improve traffic operations and safety for people and freight within the interchange area. Project supports goods movement on SR-4, one of only five east-west state highways connecting the Bay Area with the Central Valley.
VTA	Santa Clara US-101 / SR-25 Interchange	\$74	Reconfigure interchange at US-101 and SR-25 south of Gilroy. Project will improve freight and agricultural product movement along SR-152, the only continuous route connecting US-101, I-5, and SR-99.
Caltrans	Solano I-80 Westbound Cordelia Truck Scales (Design)	\$23	Replace existing Cordelia Truck Scales along westbound I-80, originally constructed in 1958. Project will support latest commercial enforcement technology, increase processing capacity to 1,000 trucks per hour, increase queue capacity, and reduce congestion and rear-end accidents.
Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123	See scope and benefits in same project nominated in the Solutions for Congested Corridors (SCC) Program.
Total:			\$275



SENATE BILL 1 (SB1) COMPETITIVE PROGRAMS BAY AREA NOMINATIONS

Proposed Projects for Regional Submittal

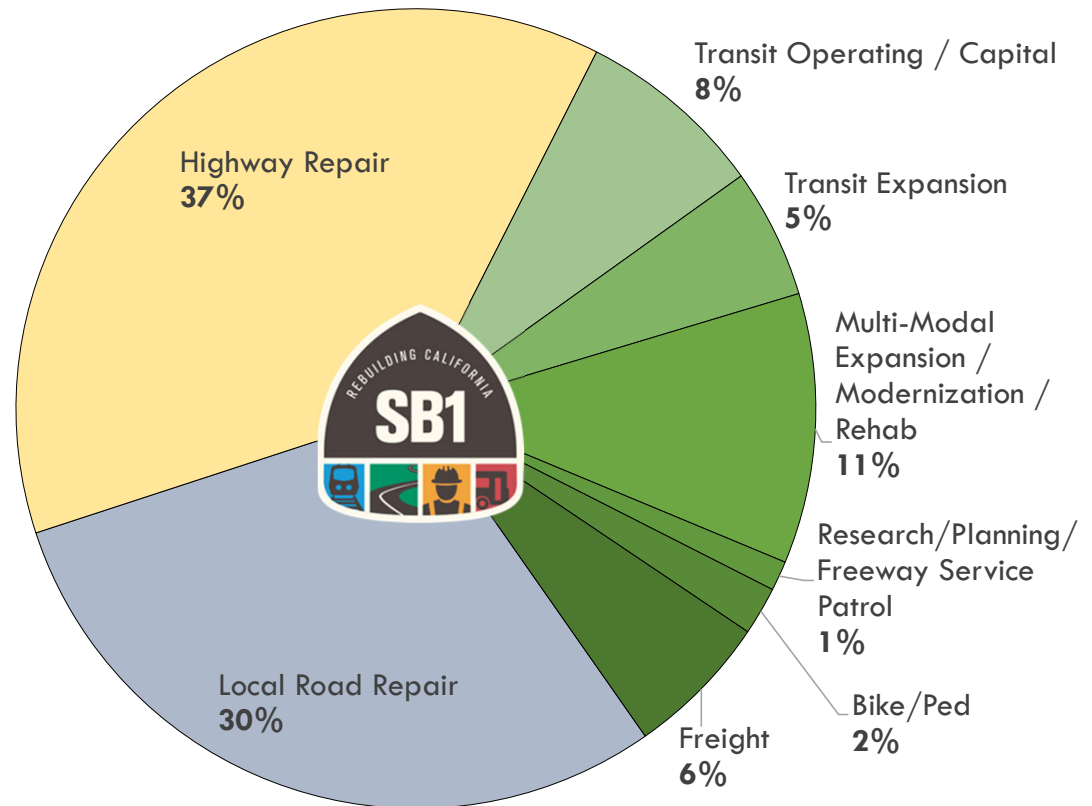


May 13, 2020
Metropolitan Transportation Commission
Programming and Allocations Committee
Item 4a, Attachment 5

Senate Bill 1 (SB 1) Overview

Road Repair and Accountability Act of 2017

- Signed into law
April 28, 2017
- **\$54 billion**
over 10 years
- Formula and competitive programs



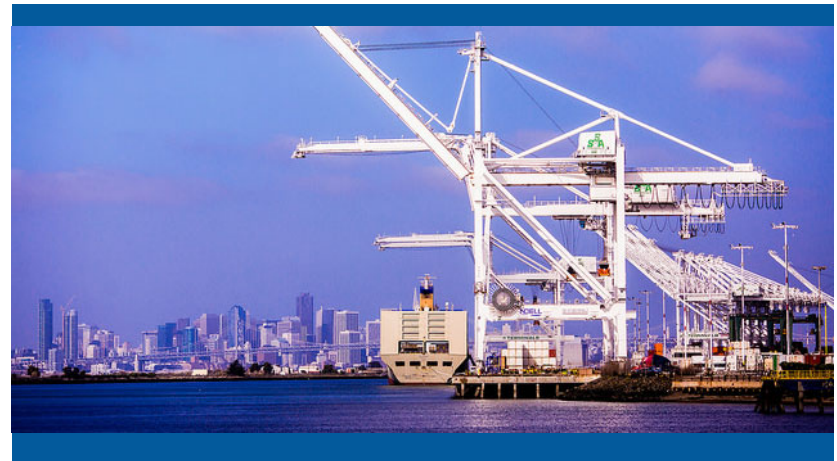
SB 1 Competitive Programs – Cycle 2

Solutions for Congested Corridors (SCC)



- ❖ \$494 million this cycle (2 years)
- ❖ Reduce congestion in key corridors
- ❖ Focus: projects in statute, congestion and greenhouse gas (GHG) emission reduction focus, early deliverability

Trade Corridor Enhancement Program (TCEP)

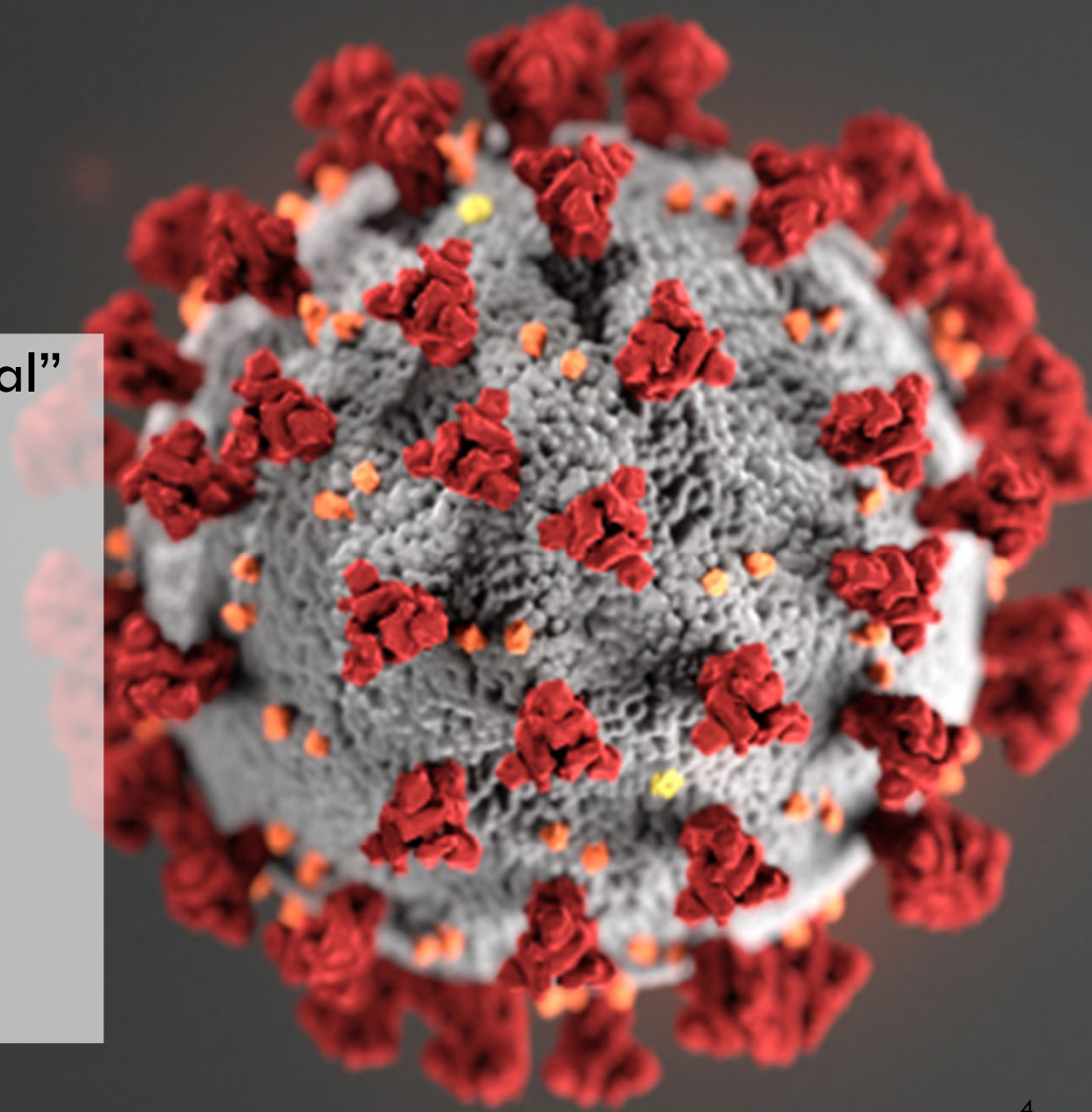


- ❖ \$1.4 billion this cycle (3 years)
- ❖ Combines SB 1, federal funds
- ❖ Divided into Caltrans and regional pots
- ❖ Focus: Regional Goods Movement Plan, GHG emission reduction, early delivery

Background

COVID-19 Pandemic

- Current pandemic and “new normal” create project uncertainty
- Proposed projects critical for Bay Area transportation network, providing significant benefits
- State funding expected to remain relatively stable for these two programs



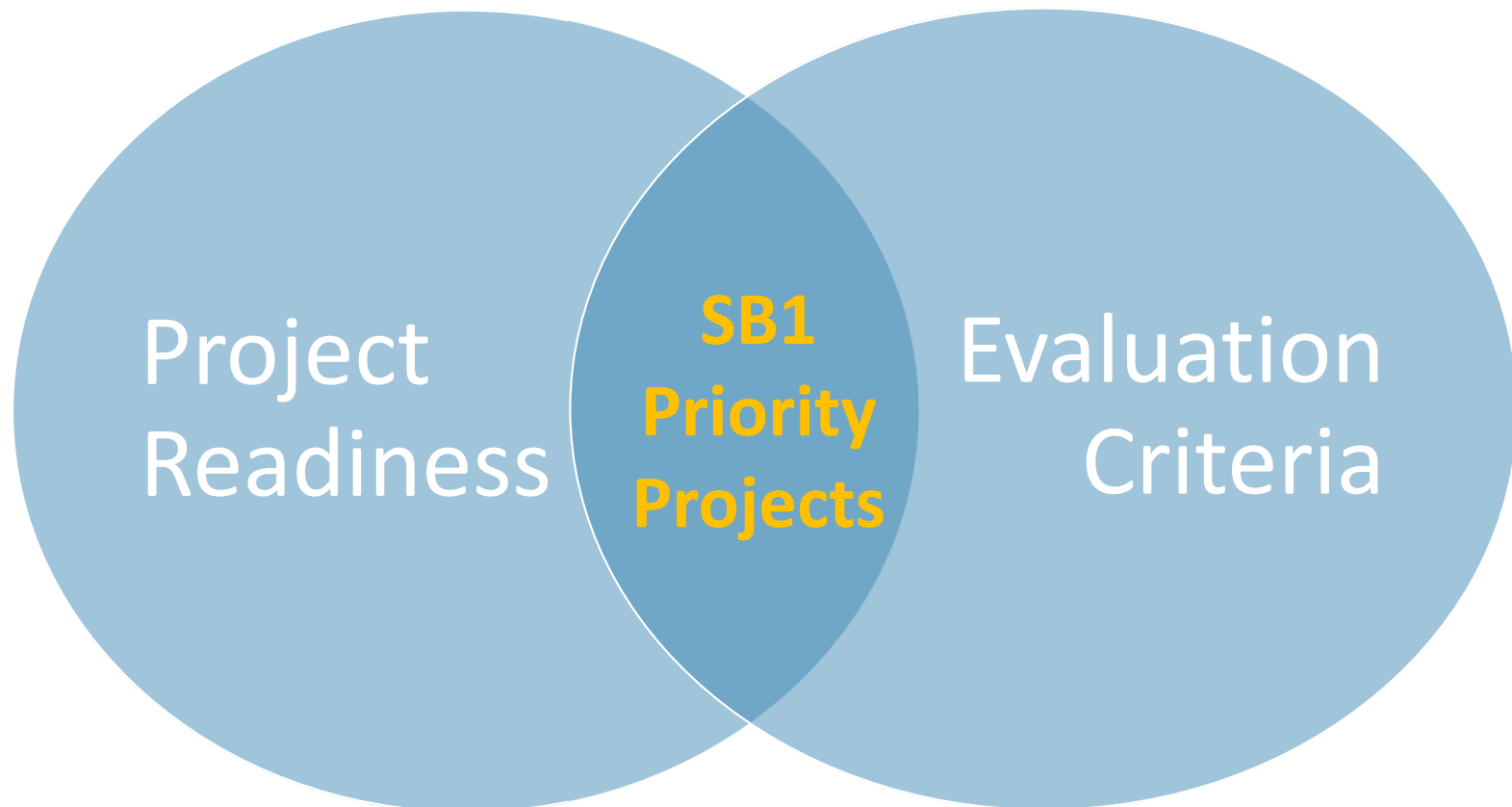
Background

Regional Goods Movement Plan

- February 2016 ○ **MTC adopts Regional Goods Movement Plan**
Evaluates needs, prioritizes opportunities for Bay Area
- April 2017 ○ **SB 1 signed into law**
\$300 million/year for goods movement improvements
- July 2017 ○ **MTC adopts Plan Bay Area 2040**
\$5 billion in priorities for goods movement
- January 2018 ○ **MTC adopts Goods Movement Investment Strategy**
Near-term improvements in 3 focus areas:
- Roadway, \$2.2 billion
 - Rail, \$1.2 billion
 - Community Protection, \$350 million



SB1 PROJECT PRIORITIZATION



PROGRAMS

SB1 Competitive Programs

Acronym		Program	MTC Cycle 1 Performance
SCC		Solutions for Congested Corridors	32%
TCEP		Trade Corridor Enhancement Program	19%
LPP-C		Local Partnership Competitive Program	32%
TIRCP		Transit and Intercity Rail Capital Program	32%

Note: MTC Target: 20%-30%

ADOPTED PRIORITIZATION PRINCIPLES



SCC Principles

Projects listed in SB1 legislation

Address mobility in key congested corridors

Reduces Greenhouse Gas (GHG) Emissions/ Advances Gov's Executive Order

Deliverability by FY22-23 & Leveraging/Full Funding

Partnership: Caltrans Joint-Nomination

Small / Rural Project



TCEP Principles

Address mobility in key freight corridors

Address community impacts from freight corridors

Deliverability by FY22-23 & Leveraging/Full funding

Partnership (including with Caltrans)



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Proposed Nominations Solutions for Congested Corridors - Urban

MTC & Caltrans Proposed Nominations (\$494 million statewide)

\$, in millions

#	Sponsor	Urban Project	SCC Request	Listed in SB1	Con-gestion	GHG Reduct-ion	Deliver-ability	Lever-age	Caltrans Nomin-ated
1	BART	BART Transbay Core Capacity: Train Control	\$60		Highest	High	High	High	✓
2	Caltrans	Marin US-101 Marin-Sonoma Narrows, Segment B7	\$40	✓	High	High	High	High	✓
3	VTA	Santa Clara US-101 Express Lanes, Ph. 5	\$72	✓	High	High	Med	High	
4	Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123*		Med	Med	High	Med	✓
Total Urban Request			\$295						

* Same request for TCEP



Proposed Nominations Solutions for Congested Corridors - Rural

MTC & Caltrans Proposed Nominations (\$494 million statewide)

\$, in millions

#	Sponsor	Rural Project	SCC Request	Listed in SB1	Con-gestion	GHG Reduct-ion	Deliver-ability	Lever-age	Caltrans Nomin-ated
R1	Caltrans	Napa SR-29/221 Soscol Junction*	\$25		Med	Med	High	Med	
Total Rural Request			\$25	*Same request for Local Partnership Competitive					

Proposed Nominations Trade Corridor Enhancement Program

MTC Proposed Nominations (\$1.4 billion statewide)

\$, in millions

Sponsor	Project	TCEP Request	Key Freight Corridor	Address Community Impacts	Deliverability	Leverage	Caltrans Nominated
Port of Oakland	Port of Oakland Roundhouse Electric Vehicle (EV) Charging Facility	\$9	✓	✓	✓	✓	✓
Alameda CTC	Alameda Rail Grade Crossing Safety Improvements	\$25	✓	✓	✓	✓	✓
CCTA	Contra Costa I-680 / SR-4 Interchange (Design)	\$21	✓		✓	✓	✓
VTA	Santa Clara US-101 / SR-25 Interchange	\$74	✓		✓	✓	✓
Caltrans	Solano I-80 Westbound Cordelia Truck Scales (Design)	\$23	✓		✓	✓	✓
Caltrans	Solano I-80 Express Lanes (Red Top-505)	\$123*	✓		✓	✓	**
		\$275	* Same request for SCC ** CT Nominated for SCC				

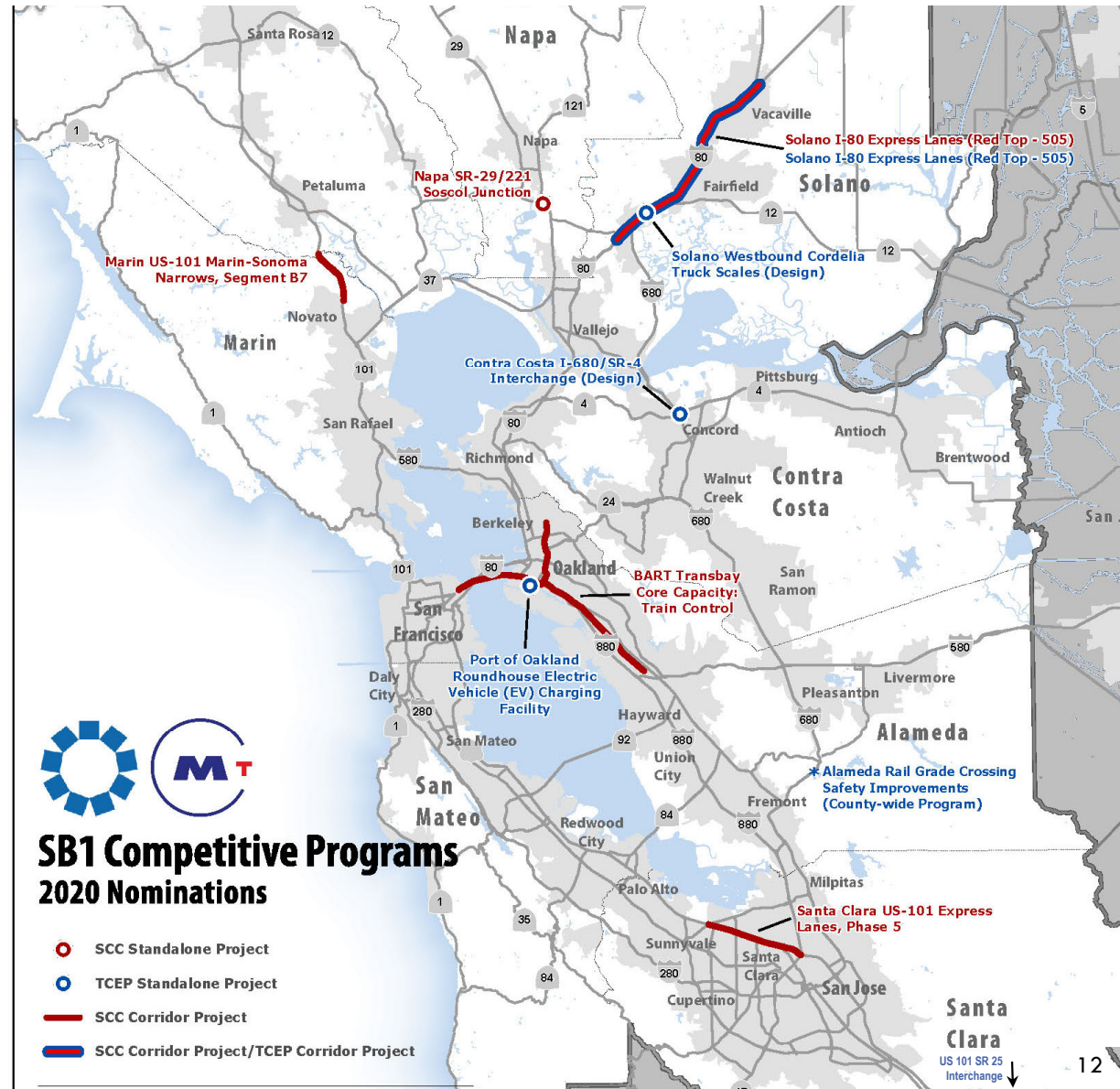
SB1 Competitive Programs

Solutions for Congested Corridors (SCC)

5 projects, \$320 million

Trade Corridor Enhancement Program (TCEP)

6 projects, \$275 million



Issues for Consideration

Regional Measure 3

- Three projects list RM3 funding in the funding plan:
 - Marin US-101 Marin-Sonoma Narrows
 - Contra Costa I-680/SR-4 Interchange
 - Solano I-80 Express Lanes
- No MTC commitment to find alternate funding if RM3 is not available when needed

Scope/Cost Increases

- Responsibility of project sponsors

Projects

- Solano I-80 Express Lanes: STIP and RM3 Funds
- San Francisco I-280 High-Occupancy Vehicle (HOV) Lane: recommend consideration for next round of SCC funding

Program Schedule

- Application due dates delayed at special April 29 meeting of the California Transportation Commission (CTC)



Current Program Timelines

Program Name	Applications Due to CTC*	Release of Staff Recommendations	CTC Program Adoption
Solutions for Congested Corridors (SCC)			
2020 SCC	July 17, 2020	November 12, 2020	December 2-3, 2020
Trade Corridors Enhancement Program (TCEP)			
2020 TCEP	August 3, 2020	November 12, 2020	December 2-3, 2020
Local Partnership Program (LPP)			
2020 LPP – Formula**	June 30, 2020	November 12, 2020	December 2-3, 2020
2020 LPP – Competitive	June 30, 2020	November 12, 2020	December 2-3, 2020

* Reflects delay approved at April 29, 2020 CTC Meeting

** Formula projects accepted on a rolling basis



SB 1 Project Summary – Cycles 1 and 2

Funded (Cycle 1)

Solutions for Congested Corridors (SCC) Program

County	Project	Award
San Mateo	US-101 Express Lanes (380 to Santa Clara)	\$200 M
Santa Clara	US-101 Express Lanes (Phase 3)	\$33 M
Sonoma	US-101 Marin-Sonoma Narrows Segment C2	\$85 M

Nominated (Cycle 2)

County	Project	Request
Regionwide	BART Transbay Core Capacity: Train Control	\$60 M
Marin	US-101 Marin-Sonoma Narrows Segment B7	\$40 M
Napa	SR-29/221 Soscol Junction	\$25 M
Santa Clara	US-101 Express Lanes (Phase 5)	\$72 M
Solano	I-80 Express Lanes (Red Top-505)	\$123 M

Trade Corridor Enhancement Program (TCEP)

County	Project	Award
Alameda	7 th St Grade Separation (East)	\$175 M
Alameda	Port ITS Elements	\$12 M
Alameda	Emeryville Rail Safety Improvements	\$4 M
Santa Clara	US-101/SR-25 Interchange (Design)	\$4 M
Solano	I-80/SR-12 Interchange (Phase 2A)	\$53 M

County	Project	Request
Alameda	Roundhouse EV Charging Facility at Port	\$9 M
Alameda	Rail Grade Crossing Safety Improvements	\$25 M
Contra Costa	I-680/SR-4 Interchange (Design)	\$21 M
Santa Clara	US-101/SR-25 Interchange (Construction)	\$74 M
Solano	I-80 WB Cordelia Truck Scales (Design)	\$23 M
Solano	I-80 Express Lanes (Red Top-505)	\$123 M



Recommendation

*Refer to the Commission
MTC Resolution Nos. 4417
and 4418, and forward to
the California Transportation
Commission*





SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2020

May 4, 2020

Lateefah Simon
PRESIDENT

Mark Foley
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

Therese McMillan, Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: 2020 Solutions for Congested Corridors Program Nomination

DIRECTORS

Debora Allen
1ST DISTRICT

Mark Foley
2ND DISTRICT

Rebecca Saltzman
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

John McPartland
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Lateefah Simon
7TH DISTRICT

Janice Li
8TH DISTRICT

Bevan Duffy
9TH DISTRICT

Dear Ms. McMillan:

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I am writing to request that the Metropolitan Transportation Commission nominate BART's Transbay Corridor Core Capacity Program – Train Control Modernization Program for the 2020 Solutions for Congested Corridors Program. This project will benefit the Transbay Corridor, one of, if not the most, highly congested corridors in the region.

BART's Train Control Modernization Program (TCMP) will install a new Communications-Based Train Control (CBTC) System and will enable BART to increase the number of trains operating through the Transbay Tube from 23 to 28 trains per hour. Long-term ridership trends at BART require additional capacity, which has long been recognized at MTC in the Core Capacity Transit Study, and other documents. CBTC will enable BART to operate trains with the shorter headways necessary to deliver 28 trains per hour and keep the Bay Area moving.

The TCMP is one of four elements of BART's Transbay Corridor Core Capacity Program (TCCCP), which includes an additional 252 rail cars, rail car storage at Hayward Maintenance Complex (HMC), and new traction power substations.

TCCCP TCMP Scope:

Replace the existing train control systems with a new CBTC system, allowing BART to achieve the shorter headways needed to operate 28 regularly scheduled trains per hour on the trunk line through the Transbay Tube, between Daly City and Downtown Oakland.

Project Benefits:

- Relieve Crowding – this program will increase onboard capacity by over 30%.
- Increase Reliability – reduce system delays attributable to the existing train control system.
- Increase Ridership by over 200K riders and Reduce VMT – greater capacity and higher reliability will attract riders.
- Reduce GHG Emissions – fewer VMT means fewer GHG (4M metric tons of carbon dioxide equivalent over project lifetime) and other emissions, and better air quality.
- Sustainable Communities – additional transit capacity will support growth around stations.

Project Schedule:

Environmental Process complete	September 2017
30% Design complete	December 2017
FTA Full Funding Grant Agreement	July 2020
Begin construction of TCCCCP TCMP	2021
Begin 28 train per hour service	2028

Cost Estimate:

The Transbay Corridor Core Capacity Program TCMP is estimated to cost \$1.14 billion.

Funding:

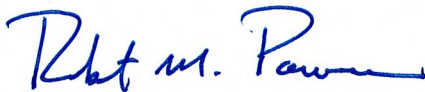
This Solutions for Congested Corridors grant proposal is for the final \$60 million needed to fully fund BART's TCMP through the Bay Area's Transbay Tube. This funding would leverage more than \$1 billion in local, State and Federal funding, including funding from BART's Measure RR passed in 2016, California TIRCP, and a \$1.169 billion Federal Transit Administration Capital Investment Grant, of which \$397 million is programmed for the TCCCCP TCMP.

Ridership has grown significantly over the past decade. Despite the current COVID-19 crises, BART expects continued long-term growth. The Transbay Corridor Core Capacity Program will address overcrowding and help accommodate future ridership growth by increasing train frequency, rail car length, and ridership capacity.

BART has served the Bay Area for nearly 50 years and is committed to providing safe, reliable, and quality rail service for many years to come.

I look forward to working with you in the future.

Sincerely,



Robert M. Powers
General Manager



900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

Belvedere
James Campbell

Corte Madera
David Kunhardt

Fairfax
John Reed

Larkspur
Dan Hillmer

Mill Valley
Urban Carmel

Novato
Eric Lucan

Ross
P. Beach Kuhl

San Anselmo
Brian Colbert

San Rafael
Gary Phillips

Sausalito
Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

April 30, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Ms. McMillan:

I want to thank you and your team for partnering with the Transportation Authority of Marin (TAM), Sonoma County Transportation Authority and Caltrans to relieve traffic congestion and install high-occupancy vehicle (HOV) lanes on US 101 over the past years. One last six-mile gap remains, as part of the Marin Sonoma Narrows (MSN) project, which would complete over 50 miles of continuous HOV lanes north of the Golden Gate Bridge through Marin and Sonoma Counties.

In order to deliver the final HOV lane gap closure project on US 101 through northern Marin, known as the MSN B7 project, TAM respectfully requests that MTC submit this project with a grant request of \$41 million in the upcoming SB 1 Solutions for Congested Corridors Program (SCCP) cycle.

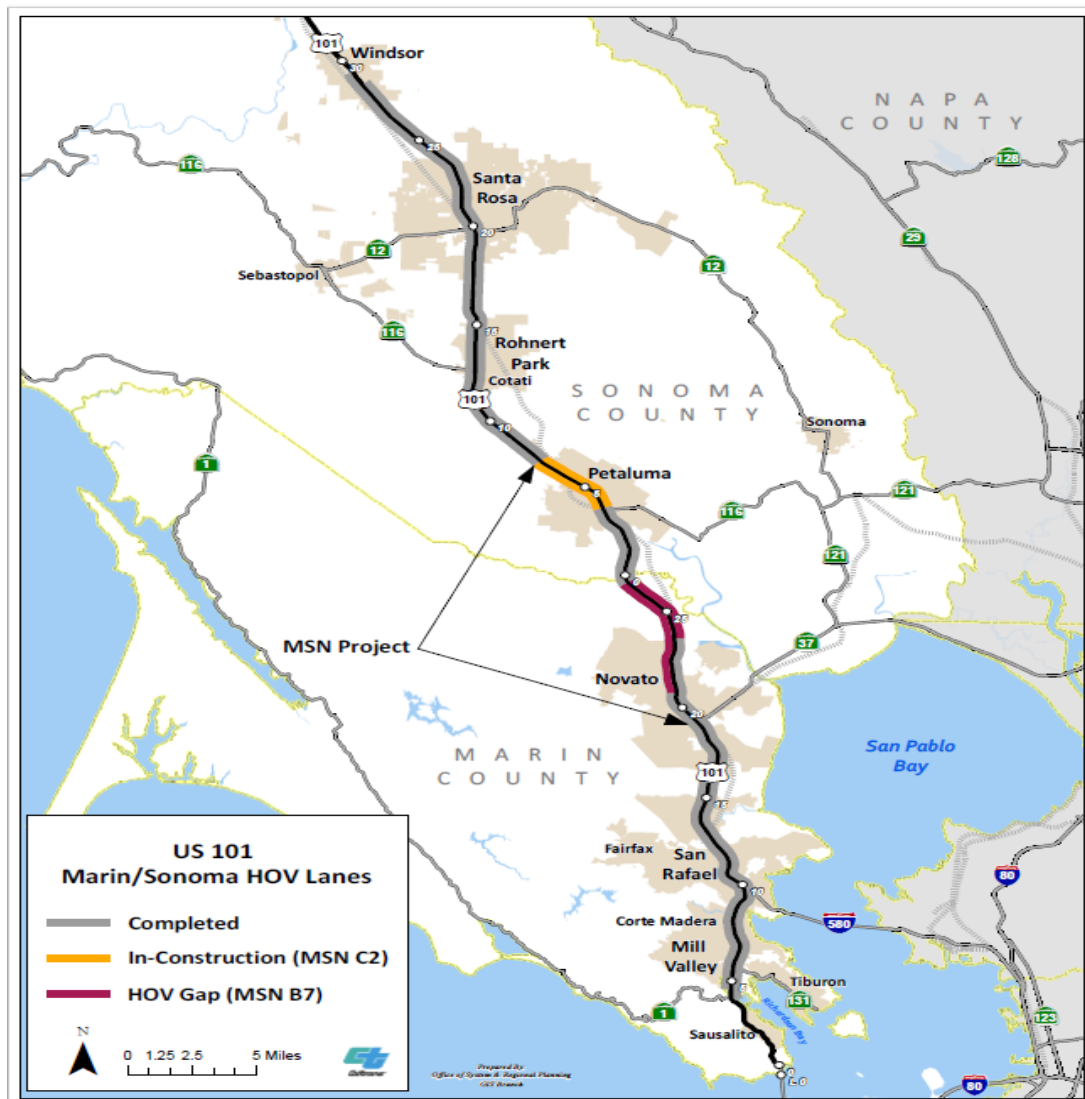
We have been in discussion with MTC and Caltrans for their support of this project for SB1 SCCP funding since 2017 when Cycle 1 was announced. I believe you are aware of all the benefits of the project, and that not only does it address all the State's SB1 SCCP criteria, it is also mentioned in the State's SB1 legislation as an example of an ideal candidate for priority funding. Caltrans staff has confirmed that they intend to submit the B7 project for consideration in SCCP; a joint submittal by MTC and Caltrans would strengthen the region's chances of securing the state funding.

The following are key highlights and facts of this important project:

1. Last gap of the MSN project, from Atherton Avenue to the County line, which would complete over 50 miles of continuous HOV lanes north of the Golden Gate Bridge through Marin and Sonoma Counties.
2. Improve mobility for public transit.
3. Improve access to SMART rail system in important multimodal corridor.
4. Construct Class II bike lanes along parallel frontage road.
5. Modernize highway geometrics to improve highway safety.
6. Corridor has been a regional priority, listed in Regional Measure 3
7. Over \$6 million in TAM local-controlled and Measure AA funds were invested for design of the project. Design is nearing 100%, expected to be complete in July 2020.
8. Total estimated project cost for B7: \$135.5 million.
9. Construction begin: Spring 2021.
10. Construction completion: Winter 2023/2024.

Making the Most of Marin County Transportation Dollars

The project area is shown on the map below, indicating the many segments that have already been completed and opened to the public, the one segment in Sonoma County that is under construction (having successfully secured a prior SCCP grant), and the remaining B7 segment.



TAM values the partnership we have had with MTC and appreciates your consideration of the US 101 Marin Sonoma Narrows B7 Segment project for the SB1 Solutions for Congested Corridors Program application. If you have any questions, please don't hesitate to contact me at 415-226-0820.

Sincerely,

Anne Richman
Executive Director

cc: Alix Bockelman, Metropolitan Transportation Commission
Theresa Romell, Metropolitan Transportation Commission
Jean Finney, Caltrans District 4
Suzanne Smith, Sonoma County Transportation Authority
Judy Arnold, Marin County Supervisor and TAM Chair
Damon Connolly, Marin County Supervisor and MTC Commissioner

April 28, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Dear Ms. McMillan,

I want to thank you and your team for your leadership in the development of the Bay Area Express Lanes Strategic Plan. Working together, we will be able to deliver this much needed transportation network to our region. Santa Clara County is home to some of the most congested highways in the Bay Area, leading VTA to prioritize and fund investments to the region's express lanes network. In order to deliver the next phase of the US101 express lanes project in our county, I request that MTC, in its upcoming SB1 Solutions for Congested Corridors Program cycle, submit this project with a grant request of \$72 million.

My staff has been discussing this request with members of your team dating back to Spring of 2019. They have engaged with the Programming & Allocations and Express Lane operations staff, the Express Lanes Steering Committee and also during the Regional Expressway Strategic planning process. I wanted to make you aware, as your staff already knows, that Phase 5 of our Express Lanes project addresses all the State's SB1 Solutions for Congested Corridors criteria and ranks highly on MTC's Regional Expressway Strategic Plan criteria. In fact, US 101 is one of only three projects that met all the criteria and is also listed as the most cost-effective. I have included slides from the January 27, 2020 MTC presentation to the Bay Area Express Lanes 10-year Strategic Implementation Working Group that document the project's performance.


Additionally, here are a few highlights of this important project:

- **Manage Congestion and Bring Reliability to Traveling Public**
 - Introduces roadway pricing into the Bay Area's 3rd most congested corridor
 - Extends the Peninsula US 101 Express lane corridor another 10 miles
 - Creates continuous express lanes from San Francisco to San Jose
 - Serves Levi's Stadium for major sports and entertainment events
- **Timely Delivery of Regional Network**
 - Project is scheduled for Construction in 2022
- **Cost Effective Use of Public Funding**
 - Leverages existing HOV facilities
 - Builds on prior MTC and VTA investments through the STIP, Prop 1B and local development-related contributions

Therese McMillan, Metropolitan Transportation Commission
SB1 letter
April 28, 2020
Page 2 of 2

Therese, thanks for taking the time to review this request and I appreciate your consideration of the US 101 Phase 5 Express Lanes Project for the SB 1 Solutions for Congested Corridors Program.

Sincerely,


Nuria I. Fernandez
General Manager/CEO
Santa Clara Valley Transportation Authority

cc: Alix Bockelman, Metropolitan Transportation Commission
 Theresa Romell, Metropolitan Transportation Commission
 Lisa Klein, Metropolitan Transportation Commission
 Deborah Dagang, Santa Clara Valley Transportation Authority
 Casey Emoto, Santa Clara Valley Transportation Authority
 Marcella Rensi, Santa Clara Valley Transportation Authority

April 30, 2020

Sent Via Electronic Mail

Page 1 of 2

Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105-2066

RE: Solano I-80 Managed Lanes Solutions for Congested Corridors Program – Request for MTC Nomination

Dear Ms. McMillan:

The California Department of Transportation (Caltrans) and the Solano Transportation Authority (STA) are seeking MTC's nomination of this Interstate 80 (I-80) Managed Lanes Project (Project) in Solano County for the Solutions for Congested Corridors Program (SCCP) through the California Transportation Commission (CTC). It is proposed to seek \$123.4 million in SCCP funding for the Project. Should the project be successful in obtaining SCCP funding, Caltrans will be the implementing agency in coordination with MTC and STA.

The Project will construct managed lanes in the westbound and eastbound directions of I-80 from west of Red Top Road to east of I-505, a distance of approximately 18 miles, through conversion of existing HOV lanes and highway widening for new managed lanes. Provision of managed lanes throughout the corridor is included in the I-80 East Comprehensive Multimodal Corridor Plan (2020), and the project is included in the Regional Transportation Plan, *Plan Bay Area 2040*. The Plans, Specifications, and Estimates (PS&E) phase for the project is anticipated to conclude April 2021, and construction (contract award) is scheduled to begin in fall 2021.

I-80 Managed Lanes Updated Funding Plan per Option 1

	Exist BT - EL Capital/ AB1171	Bridge Toll: RM3 Express Lanes	Bridge Toll: RM3 80/680/12 IC LONP Repay	Advance RTIP	SB 1 (SCCP)	Total
PS&E	\$3.8M	\$5.1M				\$8.9M
R/W	\$3.2M					\$3.2M
CON Support					\$21.8M	\$21.8M
CON Capital		\$48M	\$16.7M *	\$17.3M	\$101.6M	\$183.6M
Toll System		\$31.9M				\$31.9M
Total	\$7M	\$85M	\$16.7M	\$17.3M	\$123.4M	249.4M

STA Ltr. To MTC TMcMillan dated April 30, 2020 re. Solano I-80 Managed Lanes Solutions for Congested Corridors Program – Request for MTC Nomination

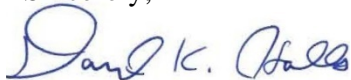
The Project is part of a comprehensive effort to improve access, reliability, frequency, integration, and safety of regional transit services within and outside of Solano County. The Project will allow STA to increase frequency of the SolanoExpress regional bus service, which provides connections to Bay Area Rapid Transit, the San Francisco Bay Ferry, the Sacramento Regional Transit District, and the Amtrak Capitol Corridor rail line. The Project will also allow for better transit and increased HOV use by providing reliable overall travel time reduction for express and intercity bus, carpools, and vanpools. The Project is expected to reduce greenhouse gas emissions and manage vehicle miles traveled, while facilitating the integration of regional transit opportunities.

The new managed lanes in the East Segment would extend for approximately 10 miles but provide congestion relief for nearly 12 miles, as backups often cause issues starting at Abernathy Road. Assuming free-flow conditions, the managed lanes project in coordination with other planned improvements along the corridor would save approximately 17 minutes for each bus or other HOV traveling on eastbound I-80 during the PM peak period. The time savings would result from increased average speeds along the corridor, with average speeds in the managed lanes being approximately 15 mph faster than in the general purpose lanes. Any time savings realized from the managed lanes will be put back into the transit system in the form of increased frequency. This could mean that, during peak times, transit service could increase from every 20 minutes to every 15 minutes.

We greatly appreciate the MTC's consideration of the requested nomination of this Project, as it is a critical component of the transportation infrastructure for the Northern California Megaregion. We believe the Project is a strong candidate for SB 1 SCCP funding.

For any questions, please contact Janet Adams, STA Deputy Executive Director/Director of Projects, at (707) 424-6075 or jadams@sta.ca.gov.

Sincerely,



Daryl K. Halls
Executive Director

Cc: STA Board Members

Tony Tavares, Caltrans District 4 Director
Alix Bockelman, MTC Deputy Executive Director, Policy
Lisa Klein, MTC Director of Programming and Allocations
Theresa Romell, MTC Director of Field Operations and Asset Management



April 30, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street
San Francisco, CA 94105

Attn: Theresa Romell/Director, Programming and Allocations

RE: Solutions for Congested Corridor Cycle 2 Application – Soscol Junction

Dear Ms. McMillan:

Please accept this letter as NVRTA's request for MTC to support the Soscol Junction project as its priority for Senate Bill (SB) 1 Solutions for Congestion Corridor (SCC) Program Cycle 2. NVRTA is requesting \$25 million in SCC funds for the construction phase of the project. If selected, the SCC funds will complete the project's funding package.

Soscol Junction is NVRTA's number one highway congestion relief project and is the highest priority highway improvement for Caltrans District 4 in Napa County. The project would significantly reduce congestion on State Route (SR) 29 and SR 221 in southern Napa County. The project is identified in Plan Bay Area 2040 and Napa's Countywide Transportation Plan - Vision 2040 - Moving Napa Forward. The project, is on the Rural Highway Freight Network and is identified as one of Caltrans District 4's Congested Corridor/Freight Network priorities. The project is also identified as the number one improvement project in the draft SR 29 Comprehensive Multimodal Corridor Plan which is scheduled to be adopted by the NVRTA Board on May 20th.

SR 29 is the main north-south transportation artery in Napa Valley. The highway connects all six jurisdictions in Napa County and the adjacent counties of Solano and Lake. The Valley's population and job growth, coupled with over 4 million visitors per year has caused excessive congestion and delays on the SR 29 corridor. The current intersection is an at-grade intersection controlled by a traffic signal with traffic volumes of 64,000 vehicles per day. The intersection operates at a level of service F during peak commute periods with average wait times in excess of 5 minutes.

The Soscol Junction project will include operational and multimodal improvements at the intersection of SR 29/SR 221/Soscol Ferry Road. The Project will eliminate the traffic signal and build a free flowing north-south overpass on SR 29 with two roundabouts constructed below grade on SR 221 facilitating turning movements on and off the highways. The project will improve queuing and delays with the intersection forecasted to be operating at a level of service A in the AM peak period and a level of service B in the PM peak period in year 2045. Seven other project alternatives were vetted and this is the only project alternative universally supported by the community, largely because it is context sensitive to Napa's rural beauty and safely accommodates bicycle and pedestrian activities even with high traffic volumes.

The proposed design accommodates bicycle and pedestrian users by providing a dedicated class I multipurpose path on SR 221 on the perimeters of the two roundabouts. The design significantly slows traffic allowing more experienced cyclists to co-exist on road with the turning traffic. In addition, the project would serve transit by improving a major intersection used by NVTAs commuter bus routes and other bus traffic that will be going to/from the nearby site of the new Vine Transit maintenance facility.

Multi-modal safety was a primary design criterion for this intersection - there were between 49 and 67 collisions each year from 2012-2017. The existing at-grade intersection has a higher collision rate than the statewide average for similar facilities. There is a high number of rear-end collisions due to the extensive queuing at the intersection. The project is expected to reduce collisions to an average of 24 accidents per year, eliminate broadside accidents and reduce head-on collisions by 90%.

Table 1, below, provides a summary of funding by phase and year. Table 2 provides the funding sources secured and proposed.

Table 1: Project Funding by Phase/Year

	Funding in \$1,000s				
	Prior	FY 19/20	FY 20/21	FY 21/22	Total
ENV	\$11,145				\$11,145
PS&E		\$5,045			5,045
ROW			\$300		300
CON				\$52,000	52,000
				Total	\$63,445

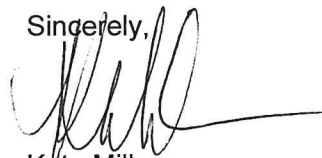
Table 2: Funding Sources:

Source	Funding in \$1000s
STIP	\$34,864
Local Funds	3,581
SCC (Proposed)	25,000
Total	\$63,445

The environmental document for Soscol Junction was completed and certified in February 2020. The project is currently in the Plans Specifications & Estimates (PS&E) phase and is on schedule to be constructed in early 2022.

Thank you for considering this request. Please do not hesitate to contact me should you have any questions or require additional information (kmiller@nvta.ca.gov or (707) 259-8634).

Sincerely,



Kate Miller
Executive Director

Date: May 27, 2020
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4417

This resolution adopts the program of MTC's nominations for the 2020 Solutions for Congested Corridors (SCC) Program Cycle 2 for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Funding Levels for 2020 Solutions for Congested Corridors Program
- Attachment B – Program of MTC Nominations for the 2020 Solutions for Congested Corridors Program – Cycle 2

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated May 13, 2020.

Date: May 27, 2020
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the 2020 SB 1 Solutions for Congested Corridors (SCC) Program – Cycle 2

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4417

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

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC adopts, pursuant to Government Code Section 65082, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$250 million per year to the Solutions for Congested Corridors (SCC) Program to fund projects that make specific performance improvements designed to reduce congestion in highly-traveled corridors; and

WHEREAS, on June 5, 2018, Bay Area voters approved Regional Measure 3 (RM3), which authorizes toll increases on the Bay Area's seven state-owned bridges to fund a comprehensive traffic relief program of projects as set forth in Senate Bill 595 (Beall, 2017); and

WHEREAS, RM3 is currently under a legal challenge; and

WHEREAS, on January 29, 2020, the California Transportation Commission (CTC) approved the Guidelines for the Solutions for Congested Corridors Program, which includes two years of funding totaling roughly \$500 million (Attachment A); and

WHEREAS, MTC, as both the regional transportation planning agency and authority responsible for preparing the RTIP for the Bay Area, is eligible to nominate projects within the Bay Area for SCC funds, as defined in section 9 of the CTC Guidelines for the Solutions for Congested Corridors Program; and

WHEREAS, MTC is the nominating agency for SCC projects, and is not a sponsoring or implementing agency on any MTC-nominated SCC project; now, therefore, be it

RESOLVED, that MTC adopts the Program of MTC Nominations for Cycle 2 of the Solutions for Congested Corridors Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the nominating agency, shall not be expected or responsible to fund any cost increases, and the responsibility and accountability for MTC's nominated projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; and be it further

RESOLVED, that any identification of Regional Measure 3 (RM3) funds on MTC-nominated SCC projects are subject to future Commission action and resolution of any and all legal challenges, and that MTC shall not be expected or required to find alternate sources of funding should RM3 funds not be available for selected SCC projects at time of funding allocation; and be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Program of MTC Nominations for the Solutions for Congested Corridors Program is for planning purposes only, with each project still subject to review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on May 27, 2020.

Attachment A
MTC Resolution No. 4417
SB1 Solutions for Congested Corridors (SCC)
Program of MTC Nominations
FY 2021-22 and FY 2022-23
May 2020

MTC Resolution No. 4417
Attachment A
Adopted: 05/27/20-C

Statewide Funding Distribution (Based on Section 4 of SCC Guidelines adopted by CTC on Jan. 29, 2020)

SB1 Solutions for Congested Corridors (SCC) Program	Estimated Appropriations (\$thousands)
SCC - FY 2021-22 Appropriation	\$250,000
SCC - FY 2022-23 Appropriation	\$250,000
SCC Cycle 1 Overprogramming	(\$6,089)
Total	\$493,911

Attachment B
MTC Resolution No. 4417
SB1 Solutions for Congested Corridors (SCC)
Program of MTC Nominations
FY 2021-22 and FY 2022-23
May 2020

MTC Resolution No. 4417
Attachment B
Adopted: 05/27/22-C

Project List - Large			\$millions
SB1 Solutions for Congested Corridors			
Program of MTC Nominations	County	Sponsor	SCC Amount
1. BART Transbay Core Capacity: Train Control System	Regional	BART	\$60
2. Marin US-101 Marin-Sonoma Narrows, Segment B7	Marin	Caltrans	\$40
3. Santa Clara US-101 Express Lanes Phase 5	Santa Clara	VTA	\$72
4. Solano I-80 Express Lanes (Red Top to 505) (Also: TCEP)	Solano	Caltrans	\$123
Total			\$295

Project List - Small/Rural			\$millions
SB1 Solutions for Congested Corridors			
Program of MTC Nominations	County	Sponsor	SCC Amount
1. Napa SR-29/221 Soscol Junction	Napa	Caltrans	\$25
Total			\$25

Date: May 27, 2020
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4418

This resolution adopts the program of the Bay Area's nominations for the 2020 Trade Corridors Enhancement Program (TCEP) Cycle 2 for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 1 (Chapter 5, Statutes of 2017).

- Attachment A – Funding Levels for 2020 Trade Corridors Enhancement Program
- Attachment B – Program of Bay Area Nominations for 2020 Trade Corridors Enhancement Program – Cycle 2

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated May 13, 2020.

Date: May 27, 2020
W.I.: 1515
Referred by: PAC

RE: Adoption of Program of MTC's Nominations for the 2020 SB 1 Trade Corridors Enhancement Program (TCEP) – Cycle 2

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4418

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, on April 28, 2017, the Governor signed Senate Bill 1 (Chapter 5, Statutes of 2017) into law, authorizing an increase to various transportation-related taxes and fees, and directing \$300 million per year to the Trade Corridor Enhancement Account to fund infrastructure improvements on corridors that have a high volume of freight movement; and

WHEREAS, on July 21, 2017, the Governor signed Senate Bill 103 (Chapter 95, Statutes of 2017) into law, which directs the California Transportation Commission to allocate Trade Corridor Enhancement Account funds and California's National Highway Freight Program formula funds (authorized by the Fixing America's Surface Transportation (FAST) Act of December 4, 2015) through the Trade Corridor Enhancement Program; and

WHEREAS, on March 25, 2020, the California Transportation Commission (CTC) approved the Guidelines for the Trade Corridors Enhancement Program, which includes three years of funding totaling roughly \$1.4 billion (Attachment A); and

WHEREAS, MTC, as the MPO for the nine-county Bay Area, is responsible for compiling project nominations for the regional portion of the TCEP within the region, as defined in section 9 of the CTC Guidelines for the Trade Corridor Enhancement Program, and

WHEREAS, MTC is not a sponsoring or implementing agency on any Bay Area TCEP project; now, therefore, be it

RESOLVED, that MTC adopts the Program of Bay Area Nominations for the Trade Corridor Enhancement Program, attached hereto as Attachment B and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC, as the agency responsible for compiling project nominations, shall not be expected or responsible to fund any cost increases, and the responsibility and accountability for the Bay Area's TCEP projects to stay within agreed-upon cost, scope, and schedule lies with the sponsoring and implementing agencies; and be it further

RESOLVED, that the Executive Director may make minor adjustments to Attachments A and B to respond to direction from the California Transportation Commission and/or the California Department of Transportation (Caltrans); and, be it further

RESOLVED, that MTC's adoption of the Bay Area Compilation of Project Nominations for the Trade Corridor Enhancement Program is for planning purposes only, with each project still subject to review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on May 27, 2020.

Attachment A
MTC Resolution No. 4418
SB1 Trade Corridor Enhancement Program (TCEP)
Fund Estimate and Corridor Targets
FY 2020-21, FY 2021-22, and FY 2022-23
May 2020

MTC Resolution No. 4418
Attachment A
Adopted: 05/27/20-C

Statewide Fund Estimate (\$millions)

SB1 Trade Corridor Enhancement Program Fund Estimate	FY 2020-21	FY 2021-22	FY 2022-23	Total Statewide*
State: Trade Corridor Enhancement Account	\$323	\$335	\$343	\$1,001
Federal: National Highway Freight Program	\$127	\$130	\$133	\$391
Total	\$451	\$465	\$476	\$1,392

* Figures may not add to total due to rounding

Corridor Programming Targets (\$millions)

SB1 Trade Corridor Enhancement Program Targets	Target*
Statewide Target: Caltrans	\$557
Regional Target: Bay Area and Central Valley	\$226
Regional Target: Other Corridors	\$610
Total	\$1,392

* Target may not match Fund Estimate due to rounding

Attachment B
MTC Resolution No. 4418
SB1 Trade Corridor Enhancement Program (TCEP)
Program of Bay Area Nominations
FY 2020-21, FY 2021-22, and FY 2022-23
May 2020

MTC Resolution No. 4418
Attachment B
Adopted: 05/27/20-C

Project List (\$millions)

SB1 Trade Corridor Enhancement Program (TCEP) Program of Bay Area Nominations			TCEP Amount
	County	Sponsor	
Port of Oakland Roundhouse Electric Vehicle (EV) Charging Facility	Alameda	Port of Oakland	\$9
Rail Grade Crossing Safety Improvements	Alameda	ACTC	\$25
I-680 / SR-4 Interchange Improvements	Contra Costa	CCTA	\$21
US-101 / SR-25 Interchange	Santa Clara	VTA	\$74
I-80 Westbound Cordelia Truck Scales (Design)	Solano	Caltrans/ STA	\$23
I-80 Express Lanes (Red Top to I-505)	Solano	Caltrans/ STA	\$123
Total			\$275



May 11, 2020

Ms. Therese McMillan, Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

RE: Marin Sonoma Narrows Project

Dear Ms. McMillan,

I want to thank you and MTC for partnering with the Transportation Authority of Marin (TAM), Sonoma County Transportation Authority and Caltrans to close the last six-mile gap of the US 101 Marin Sonoma Narrows (MSN) project, and for your support for SB 1 Solutions for Congested Corridors Program (SCCP) funding for this remaining segment. The MSN B7 project would, once and for all, complete over 50 miles of continuous HOV lanes north of the Golden Gate Bridge through Marin and Sonoma Counties, and will have significant positive impacts for the North Bay.

While it is mentioned in the State's SB1 legislation as an example of an ideal candidate for priority funding, I would like to affirm that the US 101 MSN project addresses all the facets of a multi-modal corridor by:

- Improving mobility in the corridor by adding continuous HOV lanes,
- Improving access to the SMART rail system,
- Constructing Class II bike lanes along parallel frontage road,
- Modernizing highway geometrics to improve highway safety, and
- Leveraging local, state and federal funds to complete the project.

This project has been a priority for the entire North Bay for many years, and we are grateful for MTC's work and support of the US 101 Marin Sonoma Narrows B7 Segment project for the SB1 Solutions for Congested Corridors Program application.

Therese McMillan

May 11, 2020

Page 2

If you have any questions, please don't hesitate to contact me at 916-651-4002.

Warmest Regards,

A handwritten signature in black ink, appearing to be 'Mike McGuire', with a large, stylized 'M' and a trailing flourish.

MIKE McGUIRE
Senator



900 Fifth Avenue
Suite 100
San Rafael
California 94901

Phone: 415/226-0815
Fax: 415/226-0816

www.tam.ca.gov

Belvedere
James Campbell

Corte Madera
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Larkspur
Dan Hillmer

Mill Valley
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Eric Lucan

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Susan Cleveland-Knowles

Tiburon
Alice Fredericks

County of Marin
Damon Connolly
Katie Rice
Kathrin Sears
Dennis Rodoni
Judy Arnold

May 8, 2020

Ms. Therese McMillan
Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale St., Suite 800
San Francisco, CA 94105-2066

Subject: Marin-Sonoma Narrows - Solutions for Congested Corridor Program
Nomination

Dear Ms. McMillan:

We want to express our gratitude to MTC for nominating the Marin Sonoma Narrows (MSN) Project for Cycle 2 of the Solutions for Congested Corridor Program (SCCP). SCCP funds are critical in completing the funding plan needed to construct the remaining gap of the MSN Project in Marin that will provide 17 miles of carpool lanes and other improvements on U.S. 101.

We understand that there are other candidates in the Bay Area worthy of nomination but we want to emphasize that the MSN Project meets many principles of the SCCP, including:

- Corridor is specifically mentioned in SB 1 Legislation
- Addresses mobility issues in a key congested corridor
- Provides HOV lanes and other multi-modal improvements
- Leverages other funds to complete a full funding plan
- Endorsed by Caltrans

For these reasons, we believe that MTC's nomination is consistent with the intent of the SCCP and would compete statewide.

Thank you again for nominating the MSN Project for SCCP funding. We look forward to working with MTC and Caltrans in developing an application for submittal to the California Transportation Commission (CTC).

Sincerely,

Judy Arnold
TAM Board Chairperson
Marin County Supervisor, Dist. 5

Damon Connolly
TAM Board and MTC Commissioner
Marin County Supervisor, Dist. 1



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0728 **Version:** 1 **Name:**
Type: Resolution **Status:** Commission Approval
File created: 4/28/2020 **In control:** Programming and Allocations Committee
On agenda: 5/13/2020 **Final action:** 5/13/2020
Title: MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Recovery Strategy

Staff will recommend revisions to Principle 5 to reflect the creation of a Blue Ribbon Task Force by the Commission to guide the region's transit recovery strategy.

Sponsors:

Indexes:

Code sections:

Attachments: [10c 20-0728 1 PAC 4b CARES Act Transit.pdf](#)
[4b 20-0728 HANDOUT Correspondence Seamless Bay Area 05-12-2020.pdf](#)
[4b 20-0728 Transit Task Force PRESENTATION v2.pdf](#)

Date	Ver.	Action By	Action	Result
5/13/2020	1	Programming and Allocations Committee		

Subject:

MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Recovery Strategy

Staff will recommend revisions to Principle 5 to reflect the creation of a Blue Ribbon Task Force by the Commission to guide the region's transit recovery strategy.

Presenter:

Alix Bockelman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2020

Agenda Item 4b - 20-0728

MTC Resolution No. 4420, Revised

Subject: Revisions to MTC Resolution No. 4220, the Coronavirus Aid, Relief, and Economic Security (CARES) Act.

Background: On April 22, 2020, the Commission approved the programming of more than \$780 million of federal funds to Bay Area transit agencies through the CARES Act. The distribution formula was developed through a partnership between MTC and Bay Area transit agencies and represents the first programming action (equivalent to 61%) for the roughly \$1.3 billion in CARES Act funding that is available. The remainder of the funding will be programmed in future months as further transit revenue impacts become clearer.

As part of the approval, the Commission directed staff to:

- 1) Finalize Principle 5 of the CARES Act funding guiding principles to inform the distribution of the remainder of the CARES Act funding (\$520 million or 39%);
- 2) Inventory transit agency safety efforts to protect the health of operators and transit riders; and
- 3) Establish a Blue Ribbon Transit Recovery Task Force to guide and inform the recovery of the Bay Area's public transit system and its role in the region's future – with a first priority providing input into the distribution of the CARES Act funding.

Funding Distribution - Principle 5

The first distribution of CARES Act funding was guided by four principles developed in consultation with transit operators. Principles 1 through 4 dealt with the need to act quickly to provide transit operators with funding to address revenue losses and costs arising from the COVID-19 crisis, and the need to allow flexibility in the distribution process to address changing circumstances and programming constraints. As staff reported at the April Commission meeting, a fifth principle was still in development that was intended to guide the distribution of the remainder of the CARES Act funding and a recommendation would be put forward in May at the Programming and Allocations Committee meeting.

There was significant interest from many stakeholders, including the Policy Advisory Council and SFMTA, in how the needs of transit-dependent passengers will be addressed as we develop the recovery plans in this financially stressed environment. Additionally, the Policy Advisory Council expressed an interest in exploring opportunities to ensure seamlessness and affordability for the customer. Staff took these comments into consideration in the development of its final recommendation and expect further consideration will be given to these areas through the work of the Blue Ribbon Transit Recovery Task Force.

Staff's recommendation for Principle 5 proposes that "future distribution(s) – beyond the initial phase – will be subject to a comprehensive COVID-19 recovery strategy that considers any recommended regional adjustments to ensure network connectivity, financial sustainability, and transportation system equity." A proposed action related to Principle 5 includes the development of

a COVID 19 recovery strategy by each operator that addresses right-sizing of service and financial sustainability, with consideration of equity and the lifeline service needs of the most transit dependent riders. Further actions related to Principle 5 are expected to be guided and developed by the Blue Ribbon Transit Recovery Task Force, that is described in more detail below.

A full list of the CARES Act funding distribution principles can be found in Attachment A to MTC Resolution 4420.

Inventory of Transit Agency COVID-19 Related Safety Efforts

Staff is currently surveying each transit agency in the region to determine the type and extent of their efforts to protect the health and safety of their operators and riders, and expects to provide an initial report to Commissioners at the May 13th Programming and Allocations Committee meeting. Information will continue to be refined and communicated through the Blue Ribbon Task Force.

Blue Ribbon Transit Recovery Task Force

In response to the Commission's directive to establish a Blue Ribbon Transit Recovery Task Force to guide the recovery of public transit and its role in the region, MTC Chair Scott Haggerty established the Blue Ribbon Transit Recovery Task Force and selected Commissioner Jim Sperring to serve as its chair. The Task Force will be composed of representatives of the MTC Commission, transit operators, and stakeholder groups (see Attachment A for the membership roster). The priorities of the panel are:


- 1) Determine the next CARES Act distribution formula and identify the categories to be funded.
- 2) Assess transit agency recovery strategies with an eye towards developing a regional approach to restoring ridership and stabilizing the transit network.
- 3) Provide recommendations for institutional and operational changes and evaluate MTC's future distribution of funds to transit operations

We believe this is a singular and urgent opportunity to convene the coalition of interests needed to lead the re-emergence of Bay Area public transit stronger, more connected, and more resilient in the wake of this crisis. Invitations have been sent out to the proposed Task Force members and the first meeting is being scheduled for late May.

Issues: None

Recommendation: Staff recommends Commission approval of MTC Resolution No. 4420, Revised

Attachment: Attachment A: Blue Ribbon Transit Recovery Task Force Membership Roster
MTC Resolution No. 4420, Revised (Attachment A)


Therese W. McMillan

Attachment A

Blue Ribbon Transit Recovery Task Force Membership Roster	
Invited	
Metropolitan Transportation Commission	
Chair Scott Haggerty Vice Chair Alfredo Pedroza Dave Cortese Nick Josefowitz Gina Papan David Rabbitt Jim Spering, Task Force Chair Amy Worth Therese W. McMillan, MTC Executive Director	
State of California	
State Senator Jim Beall <i>(or representative)</i> State Assembly Member David Chiu <i>(or representative)</i> CA State Transportation Agency Secretary David S. Kim <i>(or representative)</i>	
Transit Operators	
Michael Hursh, AC Transit Robert Powers, BART Rick Ramacier, CCCTA Denis Mulligan, GGBHTD Michael Tree, LAVTA Nancy Whelan, Marin Transit Jim Hartnett, SamTrans/Caltrain Jeffrey Tumlin, SFMTA Nuria Fernandez, VTA	
County Transportation Agencies	
Daryl Halls, BACTA Chair	
Stakeholders	
Labor Representative TransForm Seamless Bay Area Silicon Valley Community Foundation Bay Area Council Urban Habitat Disability advocacy representative/ Independent Resource Center of Contra Costa and Solano Counties MTC Policy Advisory Council	

Date: April 22, 2020
W.I.: 1512
Referred By: Commission
Revised: 05/27/20-C

ABSTRACT

Resolution No. 4420, Revised

This resolution approves the process, establishes the criteria, and programs projects for Federal Transit Administration (FTA) Sections 5307 Urbanized Area Formula and 5311 Rural Area formula funds apportioned to the San Francisco Bay Area pursuant to the Coronavirus Aid, Relief, and Economic Security Act (H.R. 748) for FY2019-20 Emergency Transit Operations Assistance.

This resolution includes the following attachments:

Attachment A – Principles for Distribution of CARES Act (H.R. 748) Supplemental
Federal Transit Administration Formula Funds

Attachment B – FY2019-20 Emergency Transit Operations Programming Policy

Attachment C – FY2019-20 Emergency Transit Operations Program of Projects

On May 27, 2020, Attachment A was revised to incorporate proposed actions for Principle 5.

Further discussion is contained in the memorandum to the MTC Programming and Allocations Committee dated May 13, 2020.

Date: April 22, 2020
W.I.: 1512
Referred By: Commission

RE: San Francisco Bay Area FY2019-20 Emergency Transit Operations Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4420

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

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

WHEREAS, the Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) has been signed into law in response to the nationwide Coronavirus pandemic, which provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC is the designated recipient of the FTA Section 5307 Urbanized Area Formula Program funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord, Antioch, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program and for the Section 5311 funds in non-urbanized areas; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a set of principles to guide the development of the process and methodology for the initial distribution of CARES Act supplemental federal transit funds; and which provide for adjustments for subsequent distributions, as set forth in Attachment A, which is incorporated herein as though set forth at length; and

WHEREAS, the Policy to be used for the distribution of funds is set forth in Attachment B, which is incorporated herein as though set forth at length; and

WHEREAS, the projects to be funded are set forth in the detailed project listings in Attachment C, which are incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves FY2019-20 Emergency Transit Operations Programming Policy as set forth in Attachment B; and, be it further

RESOLVED, that MTC will use the Policy as set forth in Attachment B to program supplemental FTA Sections 5307 and 5311 formula funds appropriated in the CARES Act for Emergency Transit Operations Assistance as provided under statute; and, be it further

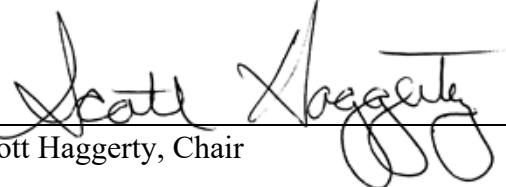
RESOLVED, that MTC will return to the Commission to consider and approve those criteria and factors that will be identified for and associated with Principle 5 as provided for in Attachment A, as a basis for subsequent distributions beyond the initial distribution; and, be it further

RESOLVED, that MTC adopts the FY2019-20 Emergency Transit Operations Program of Projects to be funded as set forth in Attachment C; and, be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to modify the Program of Projects as listed in Attachment C to meet requirements of FTA, and be it further

RESOLVED, that the Executive Director of MTC, or their designee, is authorized and directed to forward a copy of this resolution to the Federal Transit Administration (FTA) or other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California on April 22, 2020.

Date: April 22, 2020
W.I.: 1512
Referred By: Commission

Attachment A
Resolution No. 4420
Page 1 of 2

**Principles for Distribution of CARES Act (H.R. 748) Supplemental
Federal Transit Administration Formula Funds**

Principles	Proposed Action
1. Move quickly to distribute first allocation of funds to operators as soon as possible.	Recommend an allocation formula and distribution of an initial installment of funds for approval no later than at the regularly-scheduled MTC Commission meeting on April 22 nd .
2. Distribute funding in a manner that best addresses operators' needs arising from the COVID-19 crisis.	Pursue agreement with transit operators on a distribution framework that comes as close as possible to anticipated transit operator costs associated with COVID-19, consistent with the intent of the CARES Act to direct funding according to need. Recognize the different revenues that comprise operator budgets and that will be affected by the COVID-19 crisis.
3. Allow flexibility to enable the region to address uncertainty/changed circumstances.	Distribute the funds in multiple phases. Limit the initial distribution of funds to approximately 60% of the total funding, given the challenge of accurately predicting revenue losses. Return to the Commission in July with a second programming action to revisit the formula and make any necessary adjustments based on more accurate information on revenue losses and costs incurred from March through June, and more refined forecasts of revenue impacts through the remainder of 2020.
4. Address urbanized area (UZA) constraints associated with federal funds with a needs-based funding distribution of any COVID-19 supplemental state funds.	Because the federal funds are apportioned to the region by UZAs (5 large and 7 small), there may be limitations in how well a regionwide formula can distribute funds in accordance with operators' actual needs. MTC should take this into consideration in distributing any potential supplemental emergency state funds provided to the region that are under MTC discretion to best achieve a 'needs-based' distribution of the combined state and federal COVID-19 supplemental funds.

<p>5. Future distribution(s) – beyond the initial phase – will be subject to a comprehensive COVID-19 recovery strategy that considers any recommended regional adjustments to ensure network connectivity, financial sustainability, and transportation system equity.</p>	<p>Each operator will develop and provide MTC with a COVID-19 recovery strategy. The recovery strategies will consider a) right sizing the services, including criteria for reinstating any service reductions undertaken; b) financial sustainability, including assumptions and rationale regarding how quickly and to what level ridership will recover; and c) how equity/lifeline services are being addressed, including identification of the most transit dependent riders and prioritization of their needs.</p> <p>The proposed actions for this principle will be further guided by the work and direction of the Blue Ribbon Transit Recovery Task Force.</p>
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Date: April 22, 2020
W.I.: 1512
Referred By: Commission

Attachment B
Resolution No. 4420
Page 1 of 6

**San Francisco Bay Area FY2019-20 Emergency Transit Operations
Assistance Programming Policy**

Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

I. About the Policy

- a. **Background:** The FY2019-20 Emergency Transit Operations Assistance Programming Policy applies to the programming of supplemental Federal Transit Administration Section 5307 Urbanized Area and 5311 Rural Area formula program funds apportioned to the San Francisco Bay Area in FY2019-20, pursuant to the Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748).

This policy contains the rules for establishing a program of projects for eligible transit operators in the San Francisco Bay Area Region.

On March 27, 2020, the President signed the CARES Act into law, providing supplemental appropriations for emergency transit operations in response to the global Coronavirus pandemic. These supplemental appropriations were provided via existing FTA Section 5307 and 5311 formula programs, and follow many of the same statutory guidelines and requirements. However, the funds are explicitly eligible for use for operating assistance and capital expenses related to transit operator response to the Coronavirus pandemic.

- b. **Goals & Objectives:** The goal of this policy is to provide emergency operating assistance to transit operators to mitigate lost fare revenues, reduced sales tax revenues, and other lost revenues, and increased costs associated with the Coronavirus pandemic; recognizing distinctions between initial responses to the crisis, and recovery efforts emerging from it;

II. The Policy

a. FTA Funds

- i. **Federal Eligibility:** In addition to the typical eligibility for capital and operating projects for the FTA Section 5307 Urbanized Area and FTA Section 5311 Rural Area Formula Programs as described in detail in MTC Resolution Nos. 4036, Revised (5311 Program Policy), and 4242, Revised (Transit Capital Priorities Policy), the CARES Act also makes these funds *“available for the operating expenses of transit agencies related to the response to a coronavirus public health emergency as described in section 319 of the Public Health Service Act, including, beginning on January 20, 2020, reimbursement for operating costs to maintain service and lost revenue due to the coronavirus public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations personnel due to reductions in service.”* Further, the CARES Act provides this supplemental funding up to a 100% Federal share.
- ii. **Regional Eligibility:** Transit operators are required to submit annual reports to the National Transit Database (NTD). Service factors reported in large urbanized areas partially determine the amounts of FTA Section 5307 funds generated in the region. An operator is eligible to be programmed and apply to FTA for funds only in designated UZAs, as outlined in Table 1 below. Eligibility is based on geographical operations and 2018 self-reported NTD information and may be broader than the UZA eligibility for the Transit Capital Priorities (TCP) Program (MTC Resolution No. 4242, Revised) typically used for distribution of FTA formula funds, in which

certain operator agreements are recognized. Additionally, MTC is an eligible recipient in each UZA in the region.

Table 1. Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators[†]
San Francisco-Oakland	Alameda-Contra Costa Transit District (AC Transit), Altamont Corridor Express (ACE)*, San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), Fairfield and Suisun Transit (FAST)*, Golden Gate Bridge, Highway & Transportation District (GGBHTD), Marin County Transit District (Marin Transit)*, MTC, San Francisco Municipal Transportation Authority (SFMTA), San Mateo County Transit District (SamTrans), Santa Clara Valley Transportation Authority (VTA), Solano County Transit (SolTrans)*, Sonoma-Marín Area Rail Transit (SMART)*, City of Union City (Union City Transit)*, Water Emergency Transportation Authority (WETA)*, Western Contra Costa Transit Authority (WestCAT)*
San Jose	AC Transit, ACE*, Caltrain, MTC, VTA
Concord	ACE*, BART, Central Contra Costa Transit Authority (CCCTA)*, Eastern Contra Costa Transit Authority (ECCTA/Tri Delta Transit)*, Livermore-Amador Valley Transit Authority (LAVTA)*, MTC, SolTrans*
Antioch	BART, ECCTA/Tri Delta Transit*, MTC
Santa Rosa	GGBHTD, MTC, Santa Rosa CityBus*, SMART*, Sonoma County Transit*
Vallejo	FAST*, MTC, SolTrans*, WETA*
Fairfield	FAST*, MTC, SolTrans*
Vacaville	City of Vacaville (CityCoach)*, FAST*, MTC
Napa	MTC, NVTA/Vine*
Livermore	ACE*, LAVTA*, MTC
Gilroy-Morgan Hill	Caltrain, MTC, VTA
Petaluma	GGBHTD, City of Petaluma*, MTC, SMART*, Sonoma County Transit*

[†] Eligibility based on 2018 NTD Report Data

*Small Operator

The FTA Section 5311 Rural Area formula program provides funds to transit operators for service in non-urbanized and rural areas. Operator eligibility is determined by non-urbanized service as provided in the 2012 Regional Transit Database, as explained in MTC Resolution No. 4036, and as self-reported in 2018 NTD reporting. Operators eligible to receive Rural Area formula program funds, based on their provision of rural and non-urbanized area service are as follows:

AC Transit

Caltrain

CCCTA

City of Dixon

City of Rio Vista

FAST

LAVTA

Marin Transit

NVTA/Vine

Petaluma

SamTrans

SolTrans

Sonoma County
Transit

Vacaville CityCoach

VTA

ECCTA/Tri Delta Transit

Per the State Management Plan for Federal Transit Funds, Caltrans makes final determination of project eligibility for Section 5311 Rural Area Formula funds.

b. Funding Distribution Methodology

- i. Regional Programming Approach: The Regional Programming Approach, as described below, is designed to prioritize funds to operators based on needs. The approach assumes a regional programming perspective and constrains regional demands to the amount of funds available to the region, prior to programming funds to project. It then assigns funds from urbanized areas in the following order:
 1. Fund needs for operators that are restricted to receiving funds in one UZA (e.g., SFMTA, WestCAT, CCCTA, etc.).
 2. Fund balance of operator needs among multiple UZAs, as eligibility allows, with the objective of fully funding needs (as defined in III.a., below) due to the Coronavirus to the maximum extent possible.
 3. Reduce operator funding proportionately in UZAs where needs exceed available funding.
 4. If, after Future Phase(s) funds are programmed to address pandemic-related operator needs (further described in III.a.2. below), any remaining funds will be programmed for eligible recipients per the TCP Policy (MTC Resolution No. 4242, Revised), but using the UZA eligibility outlined in Table 1 to maintain maximum flexibility with these funds.
- ii. Phased Distribution of Funds: Funds will be distributed in two Phases:
 1. Phase 1: 60.6% of the region's apportionment will be assigned to operators in Phase 1. This phase is intended to roughly address estimated direct operating impacts as a result of the Coronavirus pandemic through June 30, 2020 (e.g., unrealized fare revenue as a result of decreased ridership, unrealized transit agency parking revenue, unrealized bridge toll revenue, increased expenses due to extra cleaning labor and supplies, etc.) using the methodology described in III.a.i., below.
 2. Future Phases: The remaining 39.4% of the region's apportionment will be assigned to operators in future phases following the Principles included in Attachment A, with emphasis on the recovery based considerations embodied in Principle 5, to be determined in consultation with regional partners and adopted by the Commission. The methodology for future phases is described in III.a.ii., below.

III. The Process

- a. The distribution of funds in Phases 1 and Future Phase(s) will utilize separate methodologies in order to balance the impacts of the Coronavirus pandemic on the various operators in the region. This process recognizes the myriad revenue sources that go into different operator budgets, and seeks to provide equitable levels of funding to each across the region.
 - i. Phase 1 Methodology: The following process describes the methodology used to determine the funding targets to distribute the region's apportionment of CARES Act supplemental FTA funds in Phase 1:
 1. MTC 1% Take-down: 1% of the funds will be assigned to MTC for operating assistance.
 2. The remaining Phase 1 funds will be targeted to operators proportionally based on the following three factors, weighted equally, and with a floor applied such that the Small Operators, as defined above, receive an amount equal to at least 17% of their FY2019-20 operating costs:
 - a. Fare box revenues as reported in operators' FY2019-20 Transportation Development Act (TDA) Claims;
 - b. Operating costs, as reported in operators' FY2019-20 TDA Claims; and
 - c. STA Revenue-based formula qualifying revenues (PUC99314), without the AB 1107 sales tax exclusion.
 - ii. Future Phase(s) Methodology: The following process describes the methodology used to determine the funding targets to distribute the region's apportionment of CARES Act supplemental FTA funds in Future Phase(s):
 1. *TBD (Will be amended concurrent with Commission programming of remaining funds, following continued discussion with regional partners and adoption by the Commission.)*
 - iii. Funding: Once operator funding targets are determined by the methodology outlined above, the Phase 1 and Future Phase(s) targets will be funded using the Regional Programming Model described in II.b.i, above.
- b. Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a Transportation Improvement Program (TIP) for the MTC Region. The TIP is a four-year programming document, listing federally-funded transportation projects, projects requiring a federal action, and projects deemed regionally significant. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region.

The CARES Act waives the typical requirement for TIP inclusion for the supplemental

apportionments included in the Act used for operating assistance or to pay for capital expenses for emergency relief do not need to be included in the TIP/STIP unless the projects are for substantial functional, locational, or capacity changes. [23 CFR §§ 450.326(e)(5), 450.218(g)(5)]. Over time, MTC will work to incorporate all such funding from the CARES Act in to the TIP for fund monitoring purposes. However, inclusion in the TIP is not a precondition for receiving these funds.

- c. **Process for Programming Revisions & Amendments:** The principles, policy, and associated programming (Attachments A, B, and C to this resolution) will be revised at a later date to include Future Phase funding amounts for operators and to include more detail on the FTA Section 5311 process, as needed, once provided by Caltrans. MTC will consider revisions to an operator's programming as requested.
- d. **Grant Applications:**
 - i. FTA Section 5307 Programs: Each operator is expected to complete their own Federal grant application using FTA's Transit Award Management System (TrAMS). MTC staff will review grant applications and submit concurrence letters or other required materials to FTA on behalf of project sponsors as needed.
 - ii. FTA Section 5311 Program: Operators are responsible for working with Caltrans, the designated recipient and grantee for the Section 5311 program, to respond to calls for projects and submit required materials to access these funds. MTC will assist with the Regional Agency/Transportation Planning Agency (TPA) Certifications and Assurances and any other documentation, as needed.

FY2019-20 Emergency Transit Operations Program of Projects

TIP ID	Operator	Project Description	Total FTA Program*	FTA Section 5307	FTA Section 5311*
Apportionments			1,288,388,608	1,283,243,071	5,145,537
Phase 1 Programming					
TBD	AC Transit	CARES Act-eligible Projects	80,366,395	80,366,395	
TBD	ACE ¹	CARES Act-eligible Projects	2,680,453	2,680,453	
TBD	BART	CARES Act-eligible Projects	251,637,050	251,637,050	
TBD	Caltrain	CARES Act-eligible Projects	49,292,725	49,292,725	
TBD	CCCTA	CARES Act-eligible Projects	7,067,680	7,067,680	
TBD	City of Dixon	CARES Act-eligible Projects	305,302	-	305,302
TBD	ECCTA	CARES Act-eligible Projects	3,891,364	3,891,364	
TBD	City of Fairfield	CARES Act-eligible Projects	2,002,985	2,002,985	
TBD	GGBHTD	CARES Act-eligible Projects	30,163,006	30,163,006	
TBD	LAVTA	CARES Act-eligible Projects	3,501,369	3,501,369	
TBD	Marin Transit	CARES Act-eligible Projects	5,438,809	5,199,037	239,772
TBD	MTC	CARES Act-eligible Projects	7,808,416	7,808,416	
TBD	NVTA	CARES Act-eligible Projects	2,701,734	2,461,683	240,051
TBD	City of Petaluma	CARES Act-eligible Projects	498,342	498,342	
TBD	City of Rio Vista	CARES Act-eligible Projects	119,328	-	119,328
TBD	SFMTA	CARES Act-eligible Projects	197,190,672	197,190,672	
TBD	SamTrans	CARES Act-eligible Projects	28,519,037	28,341,472	177,565
TBD	City of Santa Rosa	CARES Act-eligible Projects	2,493,979	2,493,979	
TBD	Solano County Transit	CARES Act-eligible Projects	2,590,800	2,590,800	
TBD	Sonoma County Transit	CARES Act-eligible Projects	3,014,482	2,464,786	549,696
TBD	SMART	CARES Act-eligible Projects	10,375,471	10,375,471	
TBD	Union City Transit	CARES Act-eligible Projects	922,560	922,560	
TBD	City of Vacaville	CARES Act-eligible Projects	488,659	488,659	
TBD	VTa	CARES Act-eligible Projects	73,023,596	72,932,222	91,374
TBD	WCCTA	CARES Act-eligible Projects	2,218,204	2,218,204	
TBD	WETA	CARES Act-eligible Projects	12,529,212	12,529,212	
Phase 1 Program Total			780,841,629	779,118,541	1,723,088
Fund Balance			507,546,978	504,124,530	3,422,449
Future Phase Programming					
TBD	AC Transit	CARES Act-eligible Projects	-		
TBD	ACE	CARES Act-eligible Projects	-		
TBD	BART	CARES Act-eligible Projects	-		
TBD	Caltrain	CARES Act-eligible Projects	-		
TBD	CCCTA	CARES Act-eligible Projects	-		
TBD	City of Dixon	CARES Act-eligible Projects	-		
TBD	ECCTA	CARES Act-eligible Projects	-		
TBD	City of Fairfield	CARES Act-eligible Projects	-		
TBD	GGBHTD	CARES Act-eligible Projects	-		
TBD	LAVTA	CARES Act-eligible Projects	-		
TBD	Marin Transit	CARES Act-eligible Projects	-		
TBD	MTC	CARES Act-eligible Projects	-		
TBD	NVTA	CARES Act-eligible Projects	-		
TBD	City of Petaluma	CARES Act-eligible Projects	-		
TBD	City of Rio Vista	CARES Act-eligible Projects	-		
TBD	SFMTA	CARES Act-eligible Projects	-		
TBD	SamTrans	CARES Act-eligible Projects	-		
TBD	City of Santa Rosa	CARES Act-eligible Projects	-		
TBD	Solano County Transit	CARES Act-eligible Projects	-		
TBD	Sonoma County Transit	CARES Act-eligible Projects	-		
TBD	SMART	CARES Act-eligible Projects	-		
TBD	Union City Transit	CARES Act-eligible Projects	-		
TBD	City of Vacaville	CARES Act-eligible Projects	-		
TBD	VTa	CARES Act-eligible Projects	-		
TBD	WCCTA	CARES Act-eligible Projects	-		
TBD	WETA	CARES Act-eligible Projects	-		
Future Phase Program Total			-	-	-
Total Programming (Phase 1 + Future Phase)			780,841,629	779,118,541	1,723,088
Fund Balance			507,546,978	504,124,530	3,422,449

Notes:

*Estimated amount. Final 5311 amount to be provided by Caltrans.

1. Programming for ACE equal to 50% of the calculated need; remaining 50% will be funded from the San Joaquin Region.



Date: May 13, 2020
Attention: MTC Programming and Allocations Committee
Re: Agenda Item 4B, MTC Resolution No. 4420, Revised. Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) - Recovery Strategy

Honorable Commissioners,

Thank you for your leadership in guiding the region's response to the pandemic, with a goal of working with transit agencies and stakeholders to ensure a comprehensive recovery strategy for transit.

We strongly support the priorities of the Blue Ribbon Transit Recovery Task Force as stated in the staff report, particularly **Priority #2, "assess[ing] transit recovery strategies with an eye towards developing a regional approach to restoring ridership and stabilizing the transit network."**, and **#3 "Provid[ing] recommendations for institutional and operational changes"**.

To maximize the effectiveness of the Task Force in achieving the goal of a stronger, more resilient, and more connected transit system, we ask that you please consider the following additional input as the structure and work plan is set up over the coming weeks and months:

- **Include technical experts with national & global expertise**

In pursuing opportunities to rebuild Bay Area transit, we should seek to leverage experts with experience with transit service and governance models in high-performing transit systems, and who aren't affiliated with a specific Bay Area geography, transit agency, or interest group. In addition to elected representatives, agency staff, and stakeholders, please consider opportunities for impartial technical experts with relevant expertise to be included in the decision-making process, through direct representation on the task force, establishment of a technical advisory body, or both.

- **Consider establishing an Executive Committee**

It is often a valuable practice in successful task forces of this nature to enable a subset of the members of the full task force - an "Executive Committee" - to meet more frequently, frame the agenda for the broader group, and engage more closely with staff and consultants involved in the content preparation and analysis. This can enable large task forces to move more quickly and ensure larger group discussions are more focused.

- **Ensure sufficient budget resources**

The work that the Task Force will undertake is essential to rehabilitating a public transportation system that will be essential to economic recovery, serving low-income residents and advancing environmental goals. The Task Force should have a budget sufficient to bring on the appropriate staff and consultant expertise, in line with the urgency and significance of the

problems the region is facing. Given the degree to which this Task Force is working on issues of a broad public interest, it may be possible to supplement the project budget with outside funding from aligned civic and philanthropic partners, should additional budget resources be needed.

- **Focus on network planning as an accessibility principle and recovery strategy**

In determining the CARES Act funding and recovery, it will be important both to ensure core levels of connected service for transit-dependent populations and key corridors across the region, and to ensure that the Bay Area has the capability to recover a complete transit network.

We are pleased to be nominated to serve on the task force and look forward to participating if confirmed by the Commission.

Sincerely,

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "Ian Griffiths".

Ian Griffiths
Policy Director, Seamless Bay Area

A handwritten signature in black ink, appearing to read "Adina Levin".

Adina Levin,
Advocacy Director, Seamless Bay Area



PREPARING BAY AREA TRANSIT FOR A POST-PANDEMIC FUTURE

Programming & Allocations Committee

May 13, 2020

CARES Act –
Follow up to April Commission Action

COMMISSION IN APRIL 2020

- Programmed \$780 million of \$1.3 billion in federal CARES Act funding
- Directed staff to finalize Principle #5 to guide distribution of remaining \$520 million
- Directed inventory of transit agencies' work to protect health of passengers and operators
- Directed establishment of Blue Ribbon Transit Recovery Task Force



PROPOSED CARES ACT PRINCIPLE 5

“Future distribution(s) — beyond the initial phase — will be subject to a comprehensive COVID-19 recovery strategy that considers any recommended regional adjustments to ensure network connectivity, financial sustainability and transportation system equity.”

Proposed Related Actions:

- Development of recovery strategy by each operator, including:
 - Right-sizing
 - Financial sustainability
 - Equity and lifeline service needs of transit-dependent riders

Further actions to be guided and developed by Blue Ribbon Transit Recovery Task Force

SAFETY SURVEY PURPOSE & METHODOLOGY

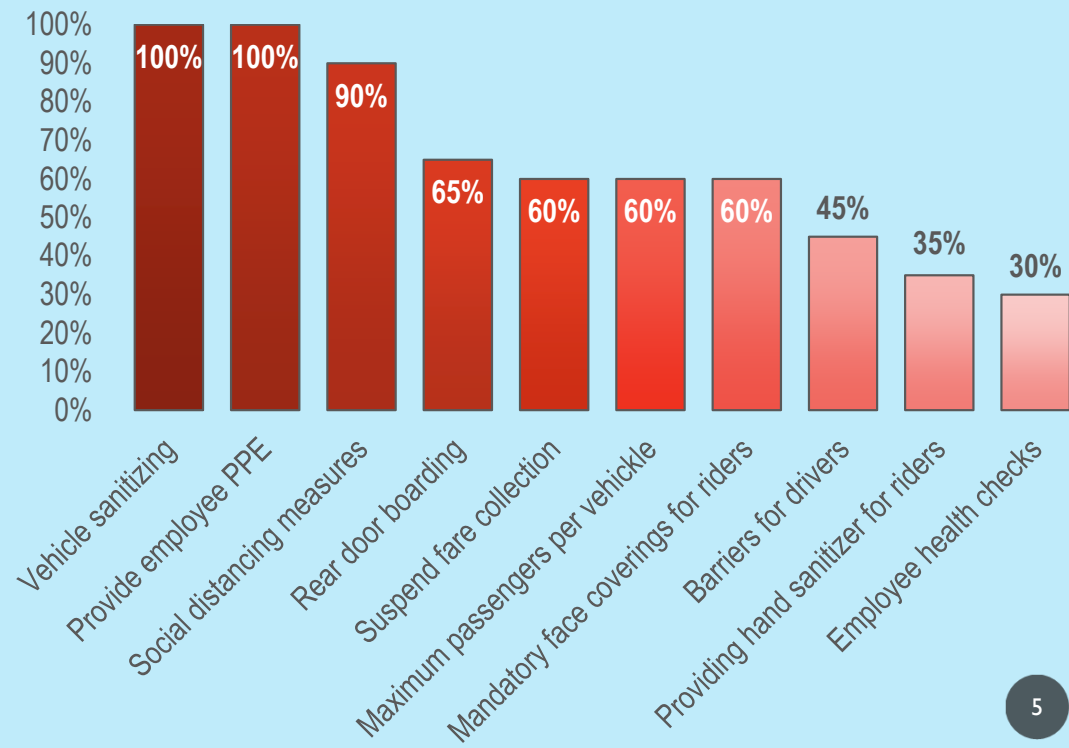
- Staff conducted a survey of safety protocols at Bay Area transit agencies.
- Collected information on safety guidelines, regional coordination, procurement and distribution of PPE, and plans for future safety procedures.
- Over 90 percent of the 23 regional transit agencies completed the survey.



PPE AND SAFETY EQUIPMENT

- Primary PPE transit agencies distribute to drivers and frontline staff are face coverings (surgical or N95), gloves, and hand sanitizer. Some also provide plastic face shields, coveralls, or eye protection.
- In addition to enhancing short-term improvements to safety measures such as driver barriers, passenger load limits, and line-queue pavement markings at transit centers, agencies also are identifying long-term safety improvements.

COVID-19 Safety Protocols of Operators
(% of respondents)



COVID 19 SAFETY COORDINATION

- Transit agencies have been coordinating their pandemic response with County EOCs and County Health Departments, and with the CDC, CalOSHA, and APTA.
- MTC on March 16 began to support regional coordination of the transportation system through a virtual EOC. Guidance, best practices, and information-sharing related to safety are a regular part of the meeting.
- MTC to conduct follow-up safety surveys as needed. These will help inform Blue Ribbon Transit Recovery Task Force of ongoing changes in safety practices.

BLUE RIBBON TRANSIT RECOVERY TASK FORCE FOCUS — 3 PRIORITIES

- Determine next CARES Act distribution formula
- Assess transit agencies' recovery strategies
- Recommendations for repositioning transit for the future through institutional and operational changes



BLUE RIBBON TRANSIT RECOVERY TASK FORCE MEMBERSHIP as of May 12th

Task Force Chair — Jim Spering

- **Other MTC Representatives**
 - Scott Haggerty
 - Alfredo Pedroza
 - Dave Cortese
 - Nick Josefowitz
 - Gina Papan
 - David Rabbitt
 - Amy Worth
 - Therese W. McMillan
- **State of California Representatives**
 - Sen. Jim Beall (or designee)
 - Assembly member David Chiu (or designee)
 - CalSTA Secretary David S. Kim (or designee)
- **Transit Agency Representatives**
 - Michael Hursh, AC Transit
 - Robert Powers, BART
 - Rick Ramacier, CCCTA
 - Denis Mulligan, GGBHTD
 - Michael Tree, LAVTA
 - Nancy Whelan, Marin Transit
 - Jim Hartnett, SamTrans/Caltrain
 - Jeffrey Tumlin, SFMTA
 - Nuria Fernandez, VTA
- **County Transportation Agencies Representative**
 - Daryl Halls, BACTA Chair
- **Stakeholders**
 - Bay Area Council
 - Disability Advocate/Independent Resource Center of Contra Costa & Solano Counties
 - Labor representative
 - MTC Policy Advisory Council
 - Seamless Bay Area
 - Silicon Valley Leadership Group
 - Transform
 - Urban Habitat

BLUE RIBBON TRANSIT
RECOVERY TASK FORCE

First Meeting:
Friday, May 29, 2020
1:30 to 3:30 p.m.

“Every transit agency in the Bay Area is going to face serious challenges in the years ahead. We all have to coordinate action to make sure every dollar is invested most effectively. The current crisis gives us a chance to really focus on shared priorities for navigating the post-pandemic world.”

— Task Force Chair, Jim Spering

Thank You.





Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0848 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 5/21/2020 **In control:** Metropolitan Transportation Commission
On agenda: 5/27/2020 **Final action:**
Title: Follow-up to Questions at the April Board meetings related to AB1487 Implementation and Mechanics

This item summarizes the legal and administrative framework for the Bay Area Housing Finance Authority (BAHFA), including the steps necessary to pursue a November 2020 revenue measure and a pathway to explore expanding the region's housing portfolio even absent a November 2020 ballot measure. This is an informational item to frame the discussion and provide context for the decisions that the Joint Committee will recommend to the ABAG Executive Board and the Metropolitan Transportation Commission as part of Agenda Items 11b and 11c.

Sponsors:

Indexes:

Code sections:

Attachments: [11a 20-0848 1 Summary Sheet Legal Framework for BAHFA.pdf](#)
[11a 20-0848 2 Attachment A Summary Fact Sheet for AB 1487.pdf](#)
[11a 20-0848 3 Presentation for Agenda Items 11a 11b 11c.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Follow-up to Questions at the April Board meetings related to AB1487 Implementation and Mechanics

This item summarizes the legal and administrative framework for the Bay Area Housing Finance Authority (BAHFA), including the steps necessary to pursue a November 2020 revenue measure and a pathway to explore expanding the region's housing portfolio even absent a November 2020 ballot measure. This is an informational item to frame the discussion and provide context for the decisions that the Joint Committee will recommend to the ABAG Executive Board and the Metropolitan Transportation Commission as part of Agenda Items 11b and 11c.

Presenter:

Daniel Saver

Recommended Action:

Information

Metropolitan Transportation Commission and Association of Bay Area Governments Joint MTC Executive Committee and ABAG Administrative Committee

May 18, 2020

Agenda Item 4.a.

AB 1487 Housing Revenue Measure

Subject: Follow-up to Questions at the April Board meetings related to AB1487 Implementation and Mechanics

This item summarizes the legal and administrative framework for the Bay Area Housing Finance Authority (BAHFA), including the steps necessary to pursue a November 2020 revenue measure and a pathway to explore expanding the region's housing portfolio even absent a November 2020 ballot measure. This is an informational item to frame the discussion and provide context for the decisions that the Joint Committee will recommend to the ABAG Executive Board and the Metropolitan Transportation Commission as part of Agenda Items 4.b. and 4.c.

Background: **Statutory Framework for BAHFA as Distinct Legal Entity**

The Bay Area Housing Finance Authority (BAHFA) was established on January 1, 2020 when AB 1487 (2019, Chiu) went into effect. Ever since, BAHFA has existed as a distinct legal entity by virtue of state statutory law.¹ Only the State Legislature has the authority to amend, expand, or dissolve BAHFA. However, AB 1487 vests the power to decide when to activate BAHFA with the BAHFA Board, which is comprised of the same members as the MTC Commission. Once activated, one of the unique features of BAHFA is that many decisions about the authority's activities and expenditures must be made jointly by the BAHFA Board and the ABAG Executive Board.

State law sets forth the mechanics for activating BAHFA. The trigger to activate BAHFA is for the Chair of the BAHFA Board – who is the same as the Chair of the Commission – to call the first meeting of the BAHFA Board.² During its first meeting, the BAHFA Board is required to address several housekeeping matters as a public agency, such as adopting a conflict of interest code, electing officers, etc. Thereafter, the BAHFA Board may set its own meeting schedule – meeting as frequently or infrequently as its workload dictates.³ The BAHFA Board, in conjunction with the ABAG Executive Board, must appoint an Advisory Committee to provide consultation and recommendations to the BAHFA Board and ABAG Executive Board; the Advisory Committee is a consultative body and does not have any independent decision-making authority.⁴ AB 1487 does not

¹ Government Code § 64510(a)(2).

² Government Code § 64513(a).

³ Government Code § 64513(b).

⁴ Government Code § 64511(a)(2)(A)-(B).

require a minimum number of meetings of the BAHFA Board nor of the Advisory Committee.

AB 1487 requires activation of the BAHFA Board in certain circumstances. For example, BAHFA must be activated to advance a regional ballot measure to raise revenues for the “3 Ps.” Technically, it is the BAHFA Board, as opposed to the Commission, that must vote to place regional revenue measures on the ballot.⁵ As such, AB 1487 would require activation of BAHFA *prior to* placing a measure on the ballot. To meet practical and statutory requirements, it would be necessary to formally activate BAHFA at least a month prior to adoption of the final resolution placing an initiative on the county ballots. This statutory framework means that BAHFA could incur election-related costs without having certainty that it has secured a revenue source; AB 1487 does not include an independent funding source to reimburse election-related costs if a measure is put to the voters and fails.

In addition to the authority to propose regional ballot measures to raise affordable housing revenue, AB 1487 infuses BAHFA with other powers beyond those held by MTC and ABAG. For example, state law vests BAHFA with the power to accept “gifts, fees, grants, loans, and other allocations from public and private entities,”⁶ and to deploy funds to support affordable housing through a wide variety of housing financing tools including by directly underwriting projects.⁷ More generally, given the shared decision-making structure that includes both ABAG and the BAHFA Board (comprised of the same members of the Commission), AB 1487 creates an opportunity for BAHFA to serve as a vehicle for a coordinated regional housing portfolio and a home for the region’s “3 Ps” funding with the clear support of the Legislature. The statute does not require activation of BAHFA on any specific timeline to undertake such purposes. In contrast to a ballot measure, activation of BAHFA for these purposes could be timed to align with the specific activities proposed – and, importantly, with the resources needed to launch and administer them.

While BAHFA represents a new package of tools for the regional agencies’ housing efforts, including the statutory ability to accept private funding, it is important to note that both ABAG and MTC operate housing programs within their existing portfolios. For ABAG, this includes the Regional Housing Needs Allocation (RHNA) process, the capacity to issue conduit financing through the Advancing California Finance Authority (ACFA), as well as an emerging technical assistance program funded by the Regional Early Action Planning Grants (REAP) program. MTC’s housing work includes policy development and growth forecasting for Plan Bay Area along with various funding programs such as the Transit Oriented Affordable Housing (TOAH) fund and the One Bay Area

⁵ See, e.g., Government Code § 64520(a); § 64600.

⁶ Government Code § 64520(c).

⁷ Government Code § 64520(k).

Grants (OBAG) program. The agencies' combined existing housing portfolio is described in more detail in Agenda Item 4c. Regardless of the decisions made with respect to BAHFA, the agencies will remain engaged on housing issues to some extent through their existing portfolios.

Budgetary Considerations

Although AB 1487 established BAHFA, it did not include a dedicated funding source for start-up costs nor ongoing operating costs of the new authority. Instead, the statute vested BAHFA with the power to develop and receive new funding streams that could pay for administrative costs as well as new programming.

The primary large-scale funding mechanisms authorized in AB 1487 include special taxes and bonds that would require approval by Bay Area voters,⁸ and for which BAHFA would be entitled to up to 5% of funds for general administration and overhead.⁹ If the voters were to approve a revenue measure, the election-related costs to place the initiative on the ballot could be reimbursed from the proceeds of the measure. As noted above, the statute does not establish a financial backstop to reimburse election-related costs if a revenue measure is unsuccessful at the ballot.

In addition to voter-approved revenue measures, AB 1487 provides BAHFA with the authority to solicit and receive gifts, fees, grants, loans, and other allocations from both public and private entities.¹⁰

In the absence of any new revenue stream, AB 1487 establishes that BAHFA will be staffed by the existing staff of MTC.¹¹

The regional government's ability to absorb any new housing activities, whether BAHFA is activated swiftly or held in hibernation for some period, is now severely constrained by budget limits caused by COVID-19's impacts on the economy. This is particularly true for additional staffing needs – which are not feasible in the current budget environment without new dedicated revenue sources. Existing MTC/ABAG staff have some capacity to explore revenue streams and strategize about potential future activities, but do not have capacity to launch and operate entirely new BAHFA programs absent new dedicated resources.

⁸ AB 1487 also authorizes the ABAG Executive Board and the BAHFA Board to impose a regional commercial linkage fee, but they can only do so after the voters have first passed a parcel tax or a general obligation bond. Government Code § 64621(a)(4). Consequently, a commercial linkage fee is not an option currently available to the boards and is not discussed further in this memo.

⁹ Government Code § 64650(e).

¹⁰ Government Code § 64520(b)-(c).

¹¹ Government Code § 64510(d).

For Discussion: As ABAG and MTC consider near- and long-term opportunities to address the Bay Area's housing challenges, there are several paths for consideration. Staff has provided three options below. Joint Committee members will weigh these options as part of two sequential decision points. Agenda Item 4b involves a "go/no go" recommendation for a November 2020 ballot initiative, and Option 1 operationalizes a decision to proceed in November. If there is no ballot initiative in November, Agenda Item 4c presents a choice whether the agencies will explore non-ballot pathways to expand the region's housing portfolio, subject to additional funding (Option 2), or remain focused on executing the region's existing housing portfolio without expansion (Option 3).

Staff provides this summary of the decision points as an informational item prior to the two action items to ensure that Committee Members have full information about the range of options and outcomes before making the pivotal "go/no go" decision.

Option 1: Pursue a November 2020 Revenue Measure

If the ABAG Executive Board and the Commission decide to pursue a revenue measure for the November 2020 ballot, BAHFA must be activated swiftly to meet statutory and administrative deadlines. The BAHFA Board must convene its first meeting no later than June, with a vote on the final resolution to place the measure on the ballot in July.

Advantage(s):

- Opportunity to raise \$10 billion in the near-term that would ensure that BAHFA is well-resourced to develop sustainable administrative capacity and deploy high-impact programs.

Resource Considerations:

- Election-related expenses are estimated at roughly \$3 million for the cost of reimbursing each county for the incremental cost to place the measure on the ballot, as well as translation of ballot materials and engaging election legal counsel.
- Significant staff time would be required in the next 3-6 months to meet statutory and administrative requirements. This would involve close coordination with staff and elected officials in all nine counties, preparing all necessary ballot materials, and developing agenda materials for numerous ABAG/MTC/BAHFA Committee, Commission, and Board meetings. Staff would have little to no capacity to explore potential alternative BAHFA activities as described in Option 2 while preparing for the election.
- Additional details of the resource considerations for this option are included in the materials for Agenda Item 4b but are on the order of \$3 million for reimbursement to counties, an additional

\$100,000 in other direct election-related costs, as well as expenses of 2-3 full time equivalent (FTEs) for 3-6 months.

Risk(s):

- If a measure is unsuccessful at the ballot there would be no revenue for reimbursement of the roughly \$3 million in election-related costs.

Option 2: Develop a Proposal for Alternative (Non-Ballot) Strategies to Enhance Regional Housing Portfolio

If the agencies decide not to pursue a November 2020 revenue measure, staff could develop a detailed proposal for how to position the region to take advantage of funding opportunities from non-ballot sources to make an impact on the Bay Area's housing crisis. Staff could redirect resources that would otherwise be spent on the ballot measure to evaluate alternative approaches, including when to activate the BAHFA Board and for what purposes. This would include exploring revenue opportunities and developing a proposed work plan that is sized to fit the various revenue scenarios. Staff could return with a proposed framework in June.

Advantage(s):

- Position BAHFA to be considered as a receptacle for potential short-term funding opportunities at the federal and state levels, especially to assist low-resource jurisdictions. Staff would approach this in close collaboration with local jurisdictions to ensure that BAHFA only intervenes if there is a value-add regional approach.
- Capitalize on the momentum for BAHFA in corporate and philanthropic sectors to position BAHFA to receive private funding, particularly resources that may have otherwise been earmarked for a November 2020 ballot measure campaign.
- Signal opportunity for "bold and unflinching" regional leadership on housing during COVID-19 relief and recovery efforts.

Resource Considerations:

- Moderate staff time required in the short term to explore alternative revenue options and develop proposed strategies.
- Ongoing demands on staff time could vary depending on direction from ABAG/MTC.
 - On one end of the spectrum is a "streamlined approach," wherein ABAG/MTC provide direction on the proposed work plan and then meet on this topic only as needed to evaluate quantifiable, guaranteed funding sources. If policymakers chose to activate BAHFA as part of this approach, the BAHFA Board and Advisory Committee could meet once then remain in hibernation until new

resources are secured. This low-resource approach would enable staff to explore revenue opportunities and return to policymakers once there is a realistic assessment of potential revenue.

- On the other end of the spectrum is a “robust approach,” which would involve a series of meetings of joint ABAG/MTC committees, the ABAG Executive Board, and the Commission to provide staff with ongoing feedback and direction. If policymakers chose to activate BAHFA as part of this approach, the BAHFA Board and Advisory Committee would meet regularly to contribute feedback and guidance. This would require significant staff resources.
- There are various middle-path options between these two extremes that would require moderate staff resources.
- Additional detail about the range of potential revenue sources and corresponding activities for this option are included in the materials for Agenda Item 4c.

Risk(s):

- The potential funding opportunities may never convert into concrete revenue streams. If pursuing the “robust approach,” this could expend significant staff resources without a corresponding return.
- Continuing conversations about the role of BAHFA could raise expectations among the public and other stakeholders that the region does not have the resources to meet.

Option 3: Focus on ABAG and MTC’s Existing Regional Housing Portfolio

In light of COVID-19 related budget concerns and limited staff capacity, the agencies could choose to focus on executing existing regional housing work plans that already exist in the ABAG and MTC portfolios. BAHFA would be held in hibernation unless and until ABAG and MTC wish to reopen consideration of potential expanded housing activities.

Advantage(s):

- Avoid raising expectations of BAHFA without a dedicated source of funding.
- Maximize conservation of resources during a very challenging budget environment.

Resource Considerations:

- No additional resources required. Staff would dedicate existing resources to ongoing programs.

May 18, 2020

Page 7 of 7

- More detail about ABAG and MTC's existing housing portfolio is provided in the materials for Agenda Item 4c.

Risk(s):

- By stepping away from conversations about activating BAHFA and the various housing-related responses to COVID-19, the region may forego potential new revenue sources for expanded housing activities.

Recommendation: Informational item only.

Attachments: A. Summary Fact Sheet for AB 1487



Therese W. McMillan

Summary of AB 1487 (Chiu, 2019)

San Francisco Bay Area Regional Housing Finance Act

Overview

Assembly Bill 1487 (Chiu, 2019) authorizes San Francisco Bay Area voters to approve various new taxes, that would be applicable regionwide, to help pay for new affordable housing, preserve existing affordable housing, and protect tenants from displacement or eviction. Specifically, the bill authorizes the Association of Bay Area Governments Executive Board and the newly-established Bay Area Housing Finance Authority (BAHFA), which is governed by the same board that governs the Metropolitan Transportation Commission (MTC), to place on the ballot four new revenue options and to impose a commercial linkage fee once certain conditions have been satisfied.

Why Establish a Regional Funding Source for Housing?

Housing is a regional issue that requires policy and funding coordination across jurisdictions. The Bay Area's 101 cities and nine counties are now responsible for solving the region's housing crisis on their own with limited resources and capacity. While MTC and ABAG have provided planning and policy tools to address the crisis, more money is needed to boost affordable housing construction and to preserve existing affordable housing at a regional scale.

What are the New Revenue Options ?

Any new revenue source to be placed upon the ballot will require a two-thirds vote. Options include a parcel tax, a general obligation bond, and two employer-based taxes—a per-employee “head tax” and a gross receipts tax. After conducting a regional nexus study subject to various findings, ABAG and BAHFA also may impose a regional commercial linkage fee capped at \$10 per square foot (plus an annual inflation adjustment) for affordable housing, but only if voters already have approved either a general obligation bond or a parcel tax.



How Can the Funds Be Used?

AB 1487 invests funds across the “3Ps” of production, preservation and protection. Specifically:

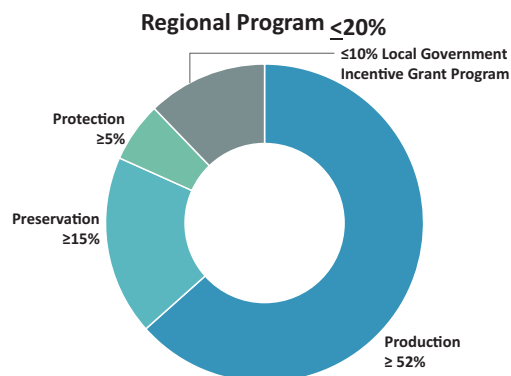
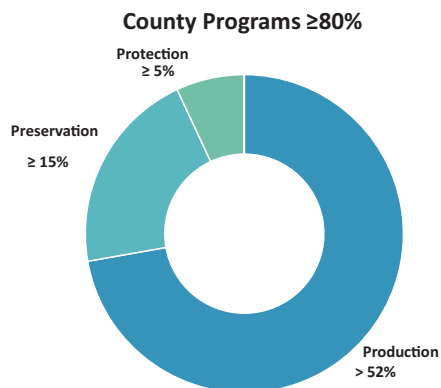
- Two-thirds of voter-approved funds must be dedicated to the production and preservation of affordable housing.
 - At least 52% must be spent on the production of rental housing restricted to be affordable to lower-income households (at or below 80% of the area median income or AMI) for at least 55 years.
 - At least 15% must be spent on the acquisition, rehabilitation and preservation of existing housing units that are restricted to be affordable to low-or moderate-income households (up to 120% of AMI) for 55 years.
- At least 5% must be spent on tenant protection
- Up to 10% of regional funds (see below) may be spent on a grant program for cities and counties that support housing and related uses. These may include infrastructure needs such as transportation, schools and parks; homeless shelters and homelessness prevention programs; programs to support home-ownership for low- or moderate-income households; and additional tenant protection efforts.

(Continued)

- In sum, 28 percent of the funds are uncommitted to any particular 3P category and can be flexibly invested in accordance with local and regional housing needs across the 3P categories, and adjusted over time. See below for further details on how the 3P terms are defined in the bill.

Who Makes Spending Decisions?

- Local governments, specifically counties, will make the vast majority of investment decisions for the use of AB 1487 funds, subject to guidelines to be developed by the ABAG Executive Board and BAHFA.
- Specifically:
 - At least 80% of the revenue generated from a parcel tax, a general obligation bond or a gross receipts tax must be invested in the county in which it was generated, leaving 20% for a regional funding pool that can be spent in any county in which the measure appears on the ballot.

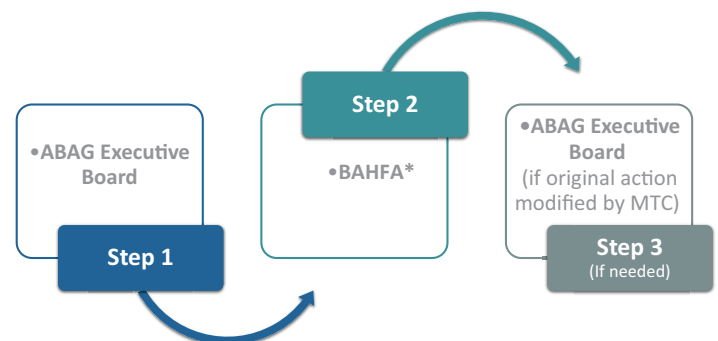


- For the “head tax” (based on the number of employees), the bill requires a lower “return to source” minimum share of “at least 50%”. This enables a larger share of revenue from cities or counties with a high concentration of jobs to be shared with other jurisdictions that may be zoning for and building a significant share of housing to support jobs outside boundaries.

- Investment of commercial linkage fee revenue is subject to the findings and analysis of a nexus study which must be prepared and adopted by the ABAG Executive Board, and ratified by BAHFA, before it is instituted. As such, no formulas are associated with this fee.
- Decisions about how to spend the county-based funds will be made in expenditure plans adopted by each county board of supervisors. Each county will determine the appropriate entity to administer its share of the funds. The bill provides that these expenditure plans may span multiple years, but counties must submit annual reports on their expenditures to date by July 1 each year after the first year of revenue is received.
- Regional funding will be controlled jointly by the ABAG Executive Board and BAHFA and will also be set forth in an expenditure plan.

How Will Ballot Decisions be Made?

- All major decisions related to revenue and expenditure of funds will be made by both ABAG and BAHFA, with ABAG acting first. If BAHFA's action differs from ABAG's, such changes must be subsequently approved by ABAG.
- AB 1487 states that the Legislature's intent is to transfer governing powers to a new regional agency if MTC and ABAG merge, or if a new regional agency takes their place, but the bill does not require the two organizations to merge. Any ABAG-MTC merger would require subsequent legislation.
- The ABAG Executive Board and MTC each may, upon mutual agreement, defer to the other a responsibility assigned to it.



* AB 1487 establishes the Bay Area Housing Finance Authority (BAHFA) with the same board and staff as MTC (like the Bay Area Toll Authority).

Role and Powers of BAHFA

- AB 1487 states that the purpose of BAHFA is to “raise, administer and allocate funding and provide technical assistance at a regional level for tenant protection, affordable housing preservation and new affordable housing production.”
- BAHFA's jurisdiction includes the nine-county San Francisco Bay Area, but a ballot measure may be limited to as few as four counties.
- BAHFA is governed by the same board that governs MTC but is a separate legal entity.
- BAHFA is staffed by MTC or any successor agency with the understanding that new staff with expertise in affordable housing finance will be needed.
- All BAHFA meetings are subject to the Ralph M. Brown Act's public meeting requirements.

Direct Allocation to Certain Cities

- For larger cities or those that are expected to meet a significant share of their county's housing needs, the bill provides funds to them directly rather than to the counties in which they reside. This includes Oakland, San Francisco and San Jose
- In counties other than Alameda, SF and Santa Clara, cities that receive more than 30% of their county's regional housing needs allocation (RHNA) for low-income households may receive a direct allocation upon request. Cities currently exceeding this 30% threshold include Fairfield, Napa, San Rafael and Santa Rosa. Counties may elect to provide suballocation to other cities but are only required to offer suballocation to those cities that exceed the 30% threshold.
- The amount provided to a city receiving a direct allocation is determined by that city's share of the county's regional RHNA allocation for low-income households.
- A city receiving a direct allocation is allowed five years to spend the funds after they are committed to a specific project. Counties may authorize an extension for up to two years if needed.

How Are the “3P” Terms Defined in AB 1487?

- **Production** is defined broadly based on an existing definition in state law for housing development costs and includes the cost of land, site preparation, permits, construction and financing.
- **Preservation** includes preserving publicly-subsidized housing, purchasing existing private housing to preserve its affordability, and converting hotels and motels to affordable housing.
- **Protection** includes:
 - Pre-eviction and eviction legal services, counseling, education, representation, and services to improve habitability
 - Emergency rental assistance for lower-income households
 - Relocation assistance for lower-income households beyond local or state requirements already in effect
 - Collection and tracking of information related to displacement and displacement risks, rents, and evictions in the Bay Area.

Adjustments to Minimum 3P Shares

- Changes to the minimum “3P” shares for production, preservation and protection is subject to a two-thirds vote of the ABAG Executive Board and BAHFA, and may only be considered five years after voter approval of a funding measure. Any such changes also are subject to public participation requirements and consultation with a new AB 1487-related advisory committee.
- To make an adjustment, the ABAG Executive Board and BAHFA must also adopt a finding — with the ABAG Executive Board acting first — that the region's needs in a given category differ from the 3P shares specified in the bill.

(Continued)

Protection from Displacement

The bill includes a number of provisions to limit displacement of existing residents resulting from demolition to make way for new affordable housing or rehabilitation of existing housing. Specifically:

- Funds used for affordable housing preservation shall not result in the displacement of existing residents even if their household income exceeds 120% of AMI.
- Buildings shall achieve 100% occupancy by low-or moderate-income households over time through unit turnover
- If existing residents are relocated due to rehabilitation or demolition of units for preservation purposes, the developer is required to:
 1. provide such residents a “right of first refusal” to rent or buy comparable units at an affordable rent or purchase price.
 2. provide such residents with relocation benefits in an area convenient to their current employment and at a cost or rent no greater than 30% of their income.
 3. at least the same number of units at equivalent rent or affordable housing cost to persons and families in the same or lower income category as those residing in the units at the time of demolition or rehabilitation.

Report Requirements

BAHFA and the ABAG Executive Board must conduct a review of any voter-approved measure after five years. This review must include expenditures to date; number of affordable housing units produced or preserved at different income levels; tenant protection services provided; and the roles of BAHFA and the Executive Board.

Advisory Committee & Public Participation Requirements

AB 1487 requires formation of an advisory committee to provide input and recommendations to the ABAG Executive Board and BAHFA about funding guidelines and overall implementation. The board is required to be comprised of nine representatives with knowledge of affordable housing finance, tenant protection, and housing preservation.

In addition, the bill requires outreach efforts to include broad participation of stakeholder groups and for BAHFA to hold at least one public meeting 30 days before it acts on a plan or proposal in order to provide ample time for discussion.

For more information, contact **Rebecca Long**, Manager of Government Relations, rlong@bayareametro.gov or info@bayareametro.gov.



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

January 2020

AB 1487 Implementation: Follow-Up to Questions from April Board Meetings

Agenda Item 11(a): Information Item

Metropolitan Transportation Commission

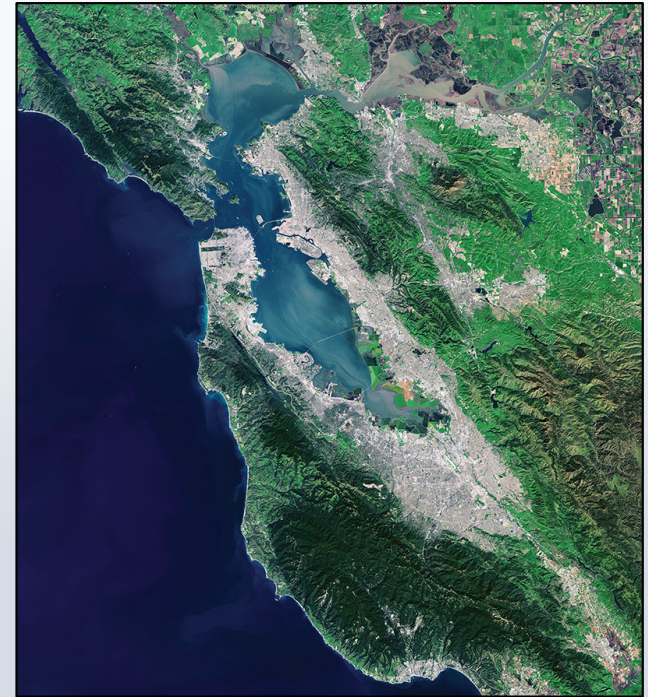
May 27, 2020



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Bay Area Housing Finance Authority (BAHFA) Legal Framework

- BAHFA already exists as a distinct legal entity by virtue of AB 1487.
- Only the State Legislature can amend, expand, or dissolve BAHFA.
- However, the BAHFA Board (same members as MTC Commission) can choose when to “activate” the entity.
- Once activated, a unique feature of BAHFA is shared decision-making between ABAG Executive Board & BAHFA Board over many decisions related to activities and expenditures.



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Review: Why BAHFA?

ABAG and MTC helped to craft AB 1487 and eventually supported the bill in order to create new tools to address the region's housing challenges beyond the authorities already held by the agencies. The new powers vested in BAHFA include:

- Authority to propose regional ballot measure to raise revenue for 3 Ps
- Authority to accept variety of funds to advance the 3 Ps, including funds from private parties
- Authority to deploy a variety of housing finance tools, including directly underwriting projects
- Joint governance strengthens the opportunity for a coordinated regional housing portfolio across all 3 Ps



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BAHFA Activation Mechanics

- Mechanics established by state law per AB 1487
- BAHFA is formally “activated” when the Chair of BAHFA Board (same as Chair of MTC Commission) calls the first BAHFA Board meeting
- Thereafter, ABAG Executive Board and BAHFA Board must convene an Advisory Committee
- BAHFA Board & Advisory Committee set their own meeting schedules. Can meet as frequently or infrequently as desired. No statutory minimum number of meetings.



Timing of BAHFA Activation

BAHFA Board *could* be activated at any time, but is only statutorily *required* to activate to accomplish certain activities:

- BAHFA Board must be activated to place a regional revenue measure on the ballot.
 - For November 2020 measure, BAHFA would need to activate in June
- Non-ballot measure activities have a more flexible timeline – activation could be timed to align with work plan for new activities and new revenues.

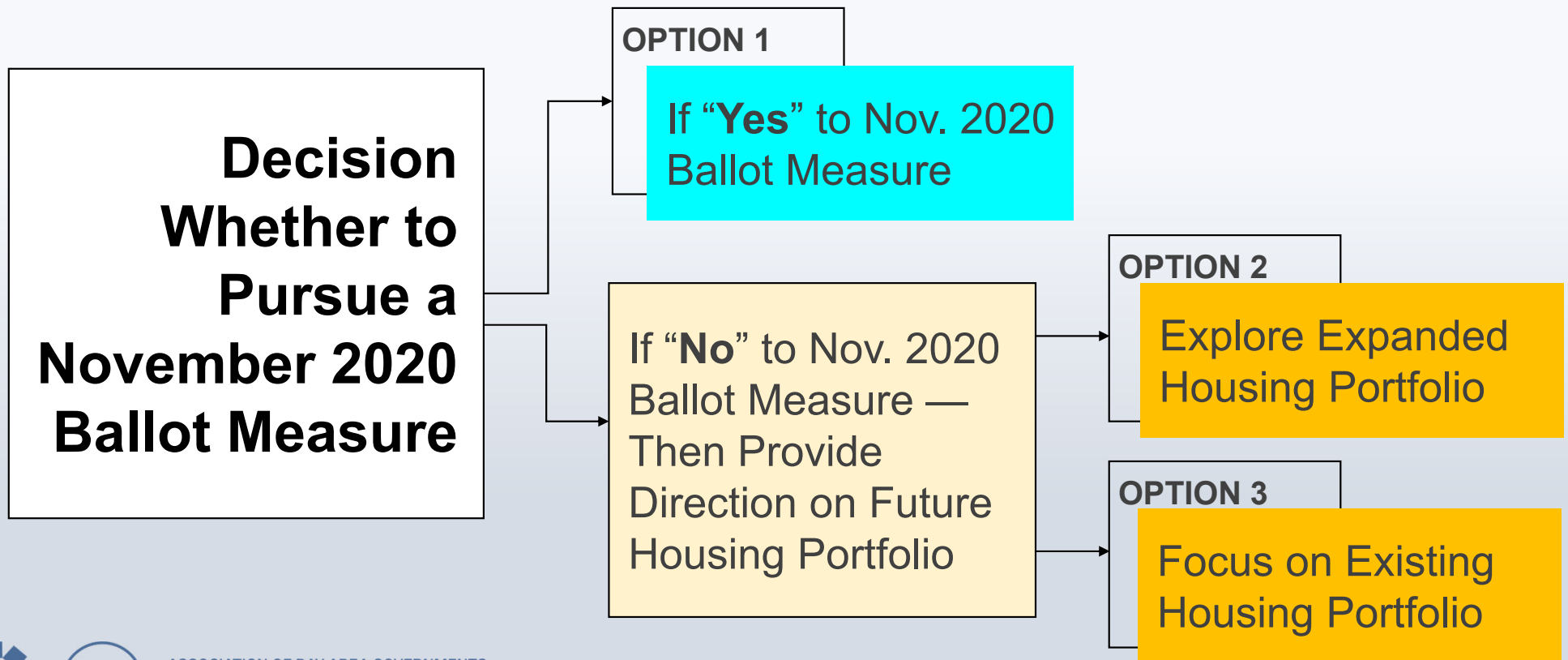


Budgetary Considerations

- **AB 1487 established BAHFA as an entity but did not establish a dedicated revenue source.**
- **Instead, BAHFA has authority to raise its own revenues, including:**
 - Regional ballot measure (5% admin takedown)
 - Solicit and receive other funds, including from private entities
 - Earned income from financing activities
- **BAHFA is staffed by existing staff of MTC**
- **ABAG/MTC Budget Constraints**
 - Hard hit by COVID-19 economic fallout.
 - MTC expects a two-year budget deficit of \$10 million
 - ABAG's budget reliant on member dues
 - Severely constrained capacity to undertake any new initiatives absent corresponding new revenue sources



Framework for Decision-Making



Option 1:

Pursue Nov. 2020 Ballot Measure

LOGISTICS:

Must activate BAHFA in June, final resolution in July.

ADVANTAGES:

Opportunity to secure \$10 billion for affordable housing in the near future.

RESOURCE CONSIDERATIONS:

- Roughly \$3 million in direct election-related costs (BAHFA responsibility)
- 2-3 full time equivalents (FTEs) of current staff in the next 3-6 months.

RISKS:

If ballot measure is unsuccessful, there is no revenue stream to cover ~\$3 million in direct costs.



Option 2:

Explore Expanded Housing Portfolio

LOGISTICS:

Direct staff to return in June with proposed work plan sized to fit various revenue scenarios.

ADVANTAGES:

- Position the region to capture potential resource opportunities to deepen housing work.
- Signal opportunity for regional leadership on housing during COVID-19 relief and recovery.

RESOURCE CONSIDERATIONS:

- Moderate staff time to explore potential activities and revenue sources (existing staff resources).
- Strategy proposal would size potential activities to viable revenue sources to ensure fiscal health.

RISKS:

Could raise expectations of BAHFA sustained activity without guaranteed revenue stream.

Option 3:

Focus on Existing Housing Portfolio

LOGISTICS:

Staff executes current work plans; BAHFA held in hibernation.

ADVANTAGES:

Maximize conservation of agency resources within a fiscally constrained budget.

RESOURCE CONSIDERATIONS:

No additional resources required.

RISKS:

Could lose revenue opportunities to address worsening regional housing challenges, especially for housing-related COVID-19 response and recovery.



Questions?



AB 1487 Implementation: Decision on Pursuit of November 2020 Affordable Housing Measure

Agenda Item 11(b): Action Item

Metropolitan Transportation Commission

May 27, 2020



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Polling Results

- **In April 2019, EMC Research found that 74 percent of Bay Area voters supported taking a “regional approach” to housing.**
- **In November 2019, this support was affirmed in a second poll, though voter support for a tax measure hovered near the 2/3 threshold and thus was not conclusive.**
- **In late April/early May of 2020, EMC Research conducted another poll testing support for a \$10 billion regional affordable housing bond.**
 - Polling was a split sample testing two questions; each sample was based on interviews with ~1,200 likely voters.
 - Following slides are a summary of the findings from the recent poll, developed by EMC Research.

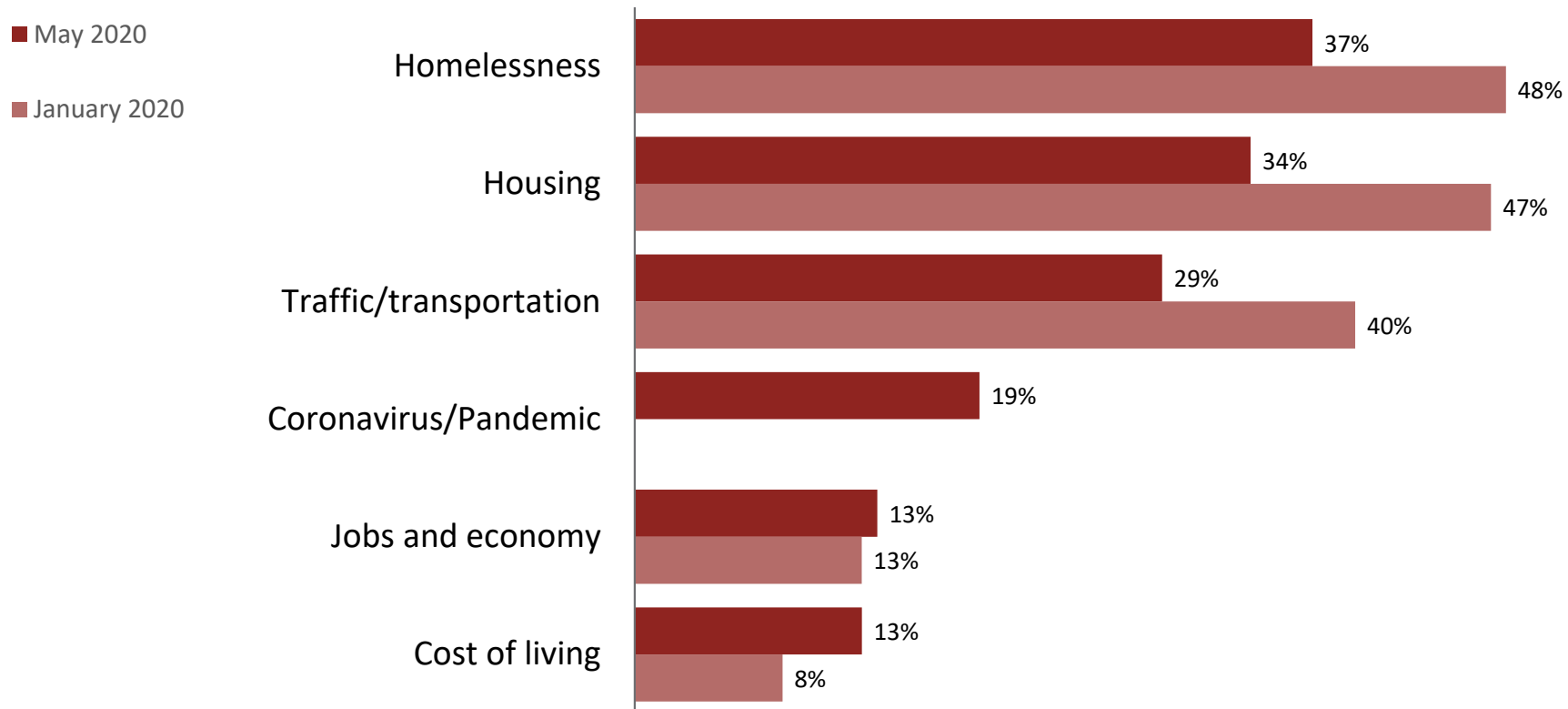


Key Findings

- ▶ Voters throughout the Bay Area continue to be very concerned about housing and homelessness.
- ▶ There is support for fundamental outcomes of what a potential affordable housing bond could help fund, especially stable housing for homeless children and families and other vulnerable populations.
- ▶ A strong majority are supportive of a regional housing bond measure, but support falls below the two-thirds threshold needed for passage.
- ▶ Ballot language tested that frames the measure as housing/homelessness receives slightly higher support than the measure with an economic recovery frame.
- ▶ Voter attitudes about taxes and rising economic concerns due to COVID-19 have softened the environment for a potential measure.

Most Important Problem

Homelessness and housing continue to be top-of-mind for voters, but they have declined as top of mind issues with coronavirus taking their place.

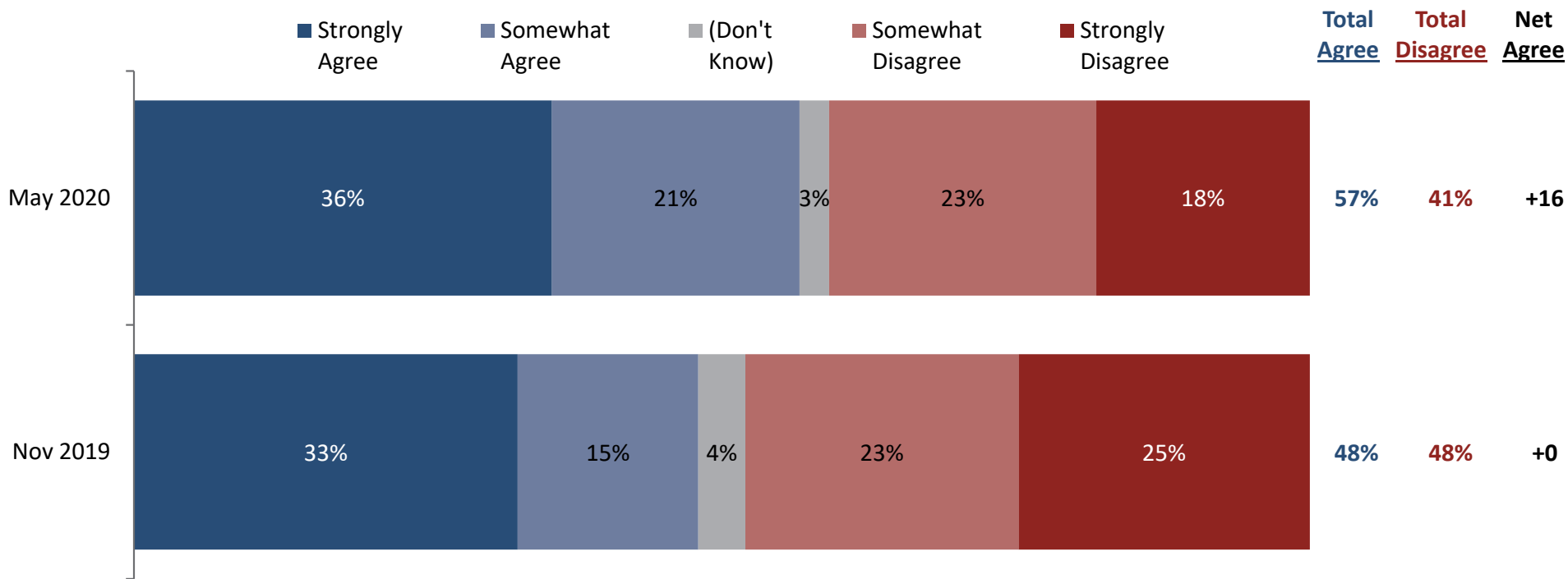


Tax Attitudes



With economic uncertainty around the coronavirus, tax sensitivity has increased since November.

Taxes in the Bay Area are high enough, I will vote against any tax increase



Q20-22. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements.

Ballot Questions Tested

(Homelessness Frame) n=1,246

Shall the measure to address Bay Area housing affordability/homelessness, by providing:

- stable housing for homeless children/families;
- housing which may include mental health/substance abuse services; and
- local housing that is affordable for vulnerable residents including seniors, veterans, and persons with disabilities;

by issuing \$10,000,000,000 in general obligation bonds with an estimated levy of 35 cents per \$1,000 of assessed value, generating \$670,000,000 annually, while bonds are outstanding, with local authority, oversight and audits, be adopted?

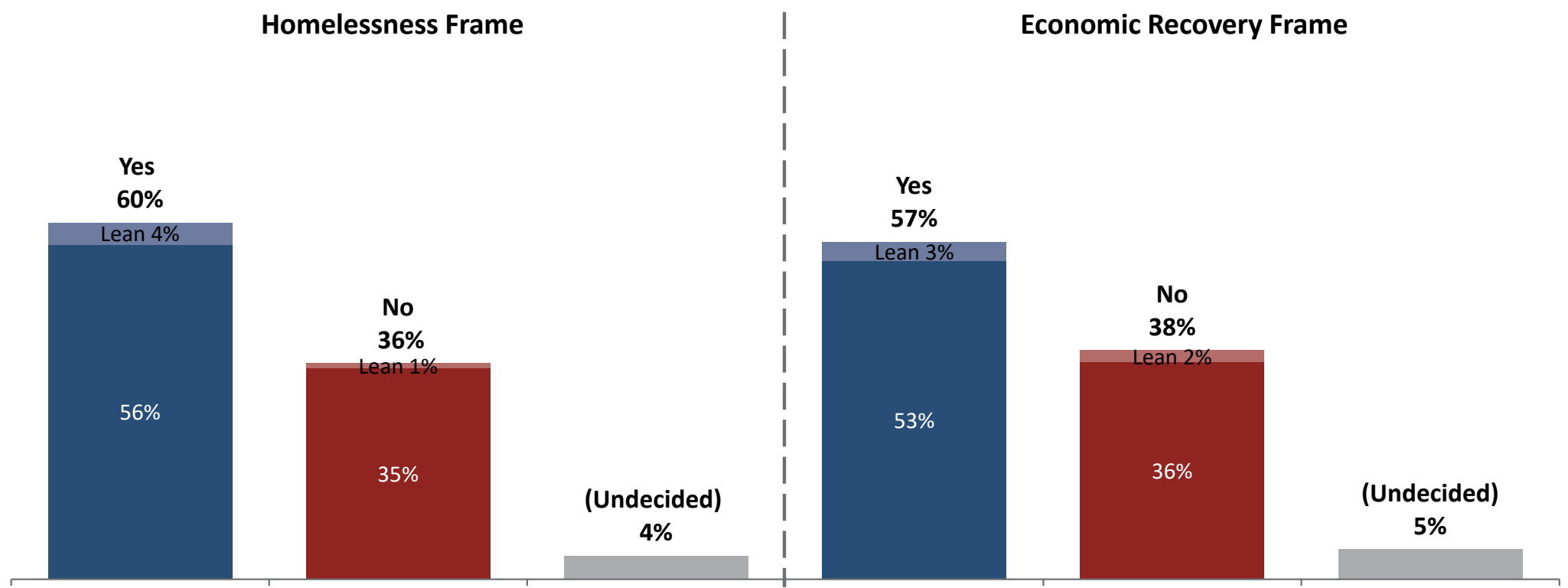
(Economic Recovery Frame) n=1,246

Shall the measure to stimulate the local Bay Area economy and protect the health of residents by:

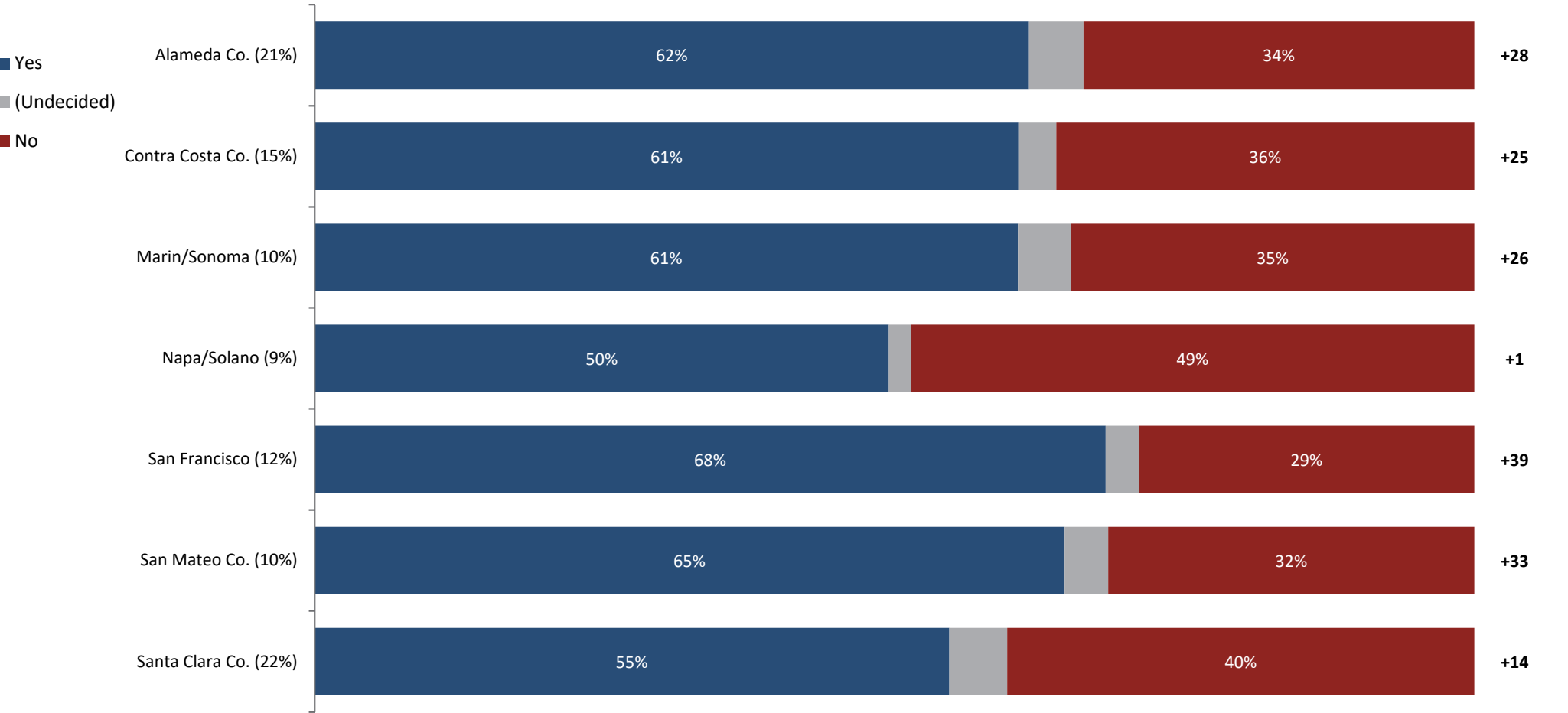
- creating jobs by building affordable housing; and
 - providing local housing for those experiencing income loss, who are homeless or at risk of becoming homeless
- by issuing \$10,000,000,000 in general obligation bonds with an estimated levy of 35 cents per \$1,000 of assessed value, generating \$670,000,000 annually, while bonds are outstanding, with local authority, oversight and audits, be adopted?

Initial Bond Vote

There is support for a regional housing bond, but neither ballot language tested reaches the two-thirds threshold in the initial vote.

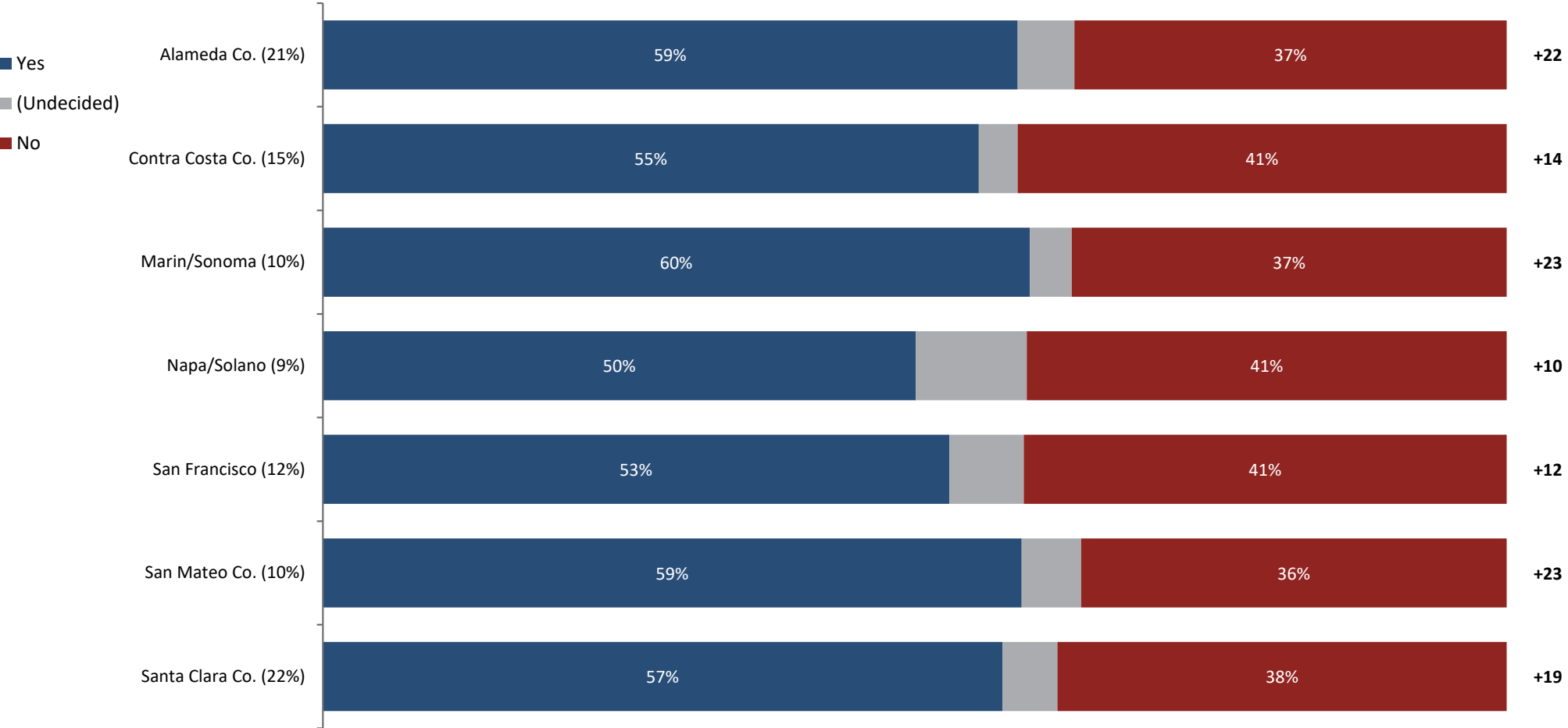


Homelessness Frame Vote by County



n=1,246
Q18. If the election were held today, would you vote yes to approve or no to reject this measure?

Economic Recovery Frame Vote by County



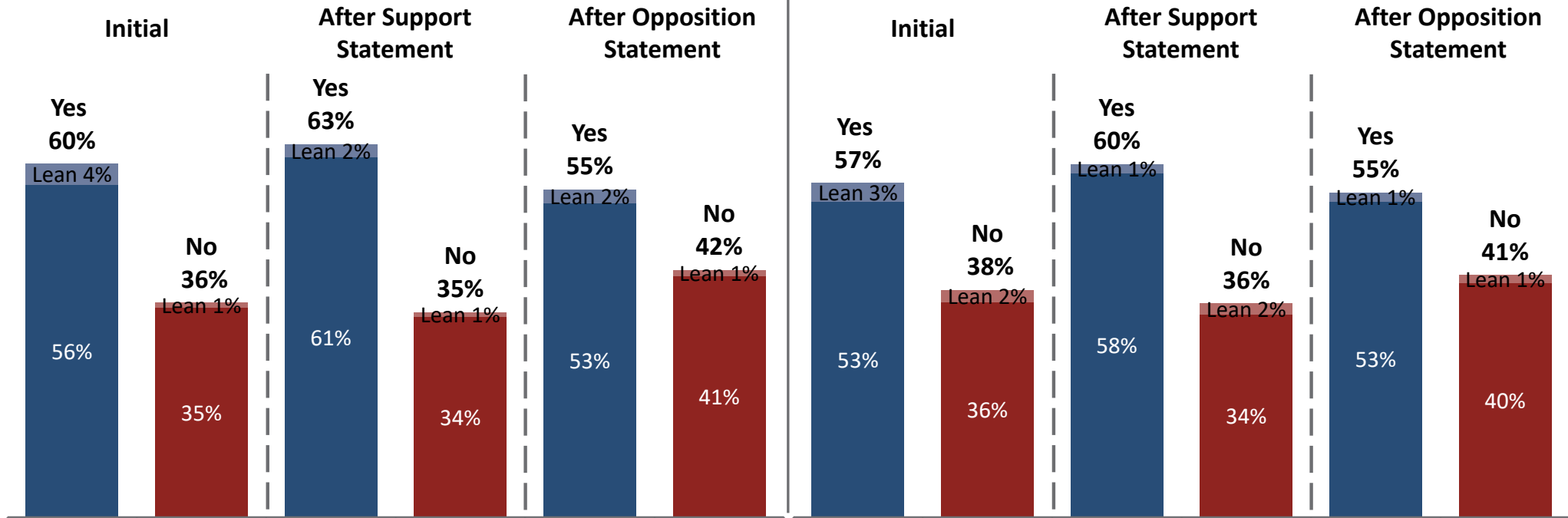
n=1,246
Q18. If the election were held today, would you vote yes to approve or no to reject this measure?

Impact of Additional Information

The Yes vote increases after a strong support statement, but does not reach two thirds. Opposition is damaging.

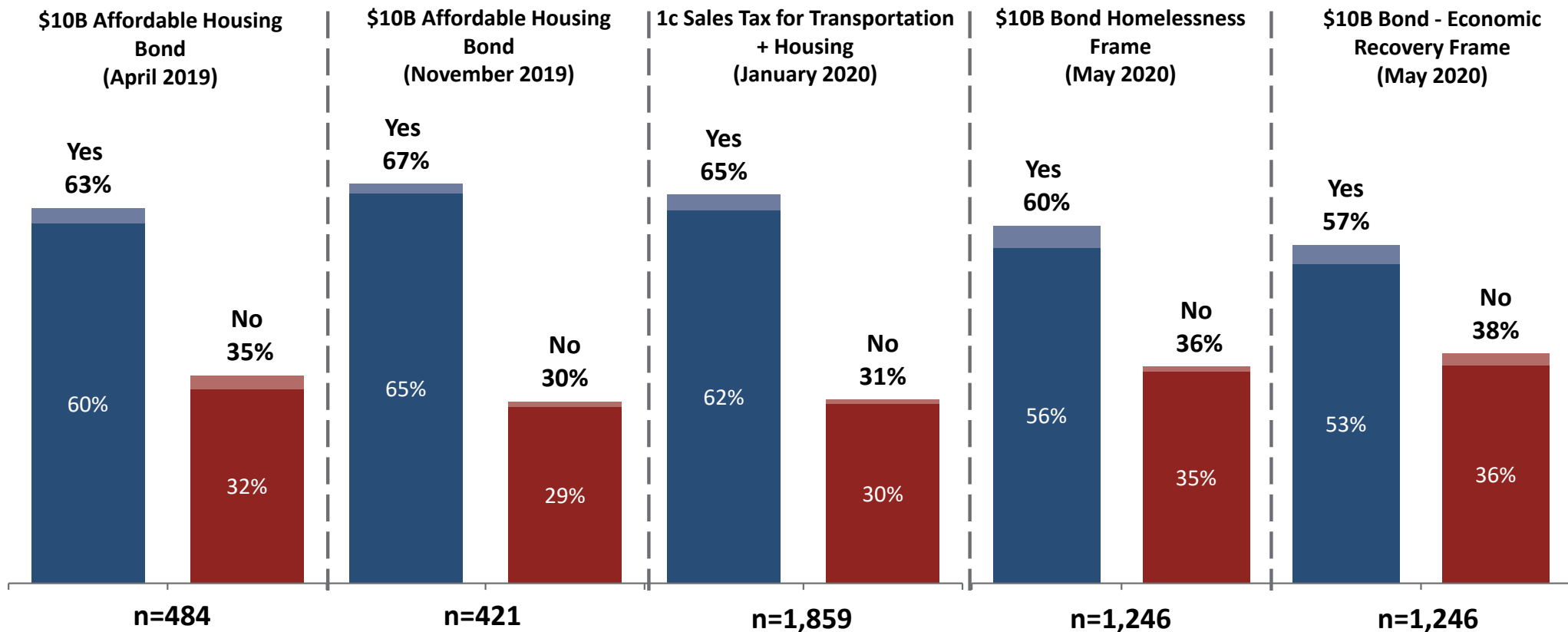
Homelessness Frame

Economic Recovery Frame



Polling on Regional Housing measure

Support for a regional measure to fund housing is lower today than it was in previous polling.



Note: The wording of the measure was different in each poll.

Conclusions

- ▶ The economic and political environment has shifted substantially.
- ▶ Voters continue to be concerned about housing affordability and homelessness, and are fundamentally supportive of what a potential regional housing measure could help do.
- ▶ There is support across the Bay Area for a regional measure, but it does not reach the two-thirds threshold needed for passage today.

Recommendation

- **In light of the polling results, the ABAG Administrative Committee and the MTC Executive Committee recommended to defer consideration of a regional revenue measure until after November 2020.**



Questions?



AB 1487 Implementation: Direction on Future Regional Housing Plan

Agenda Item 11(c): Action Item

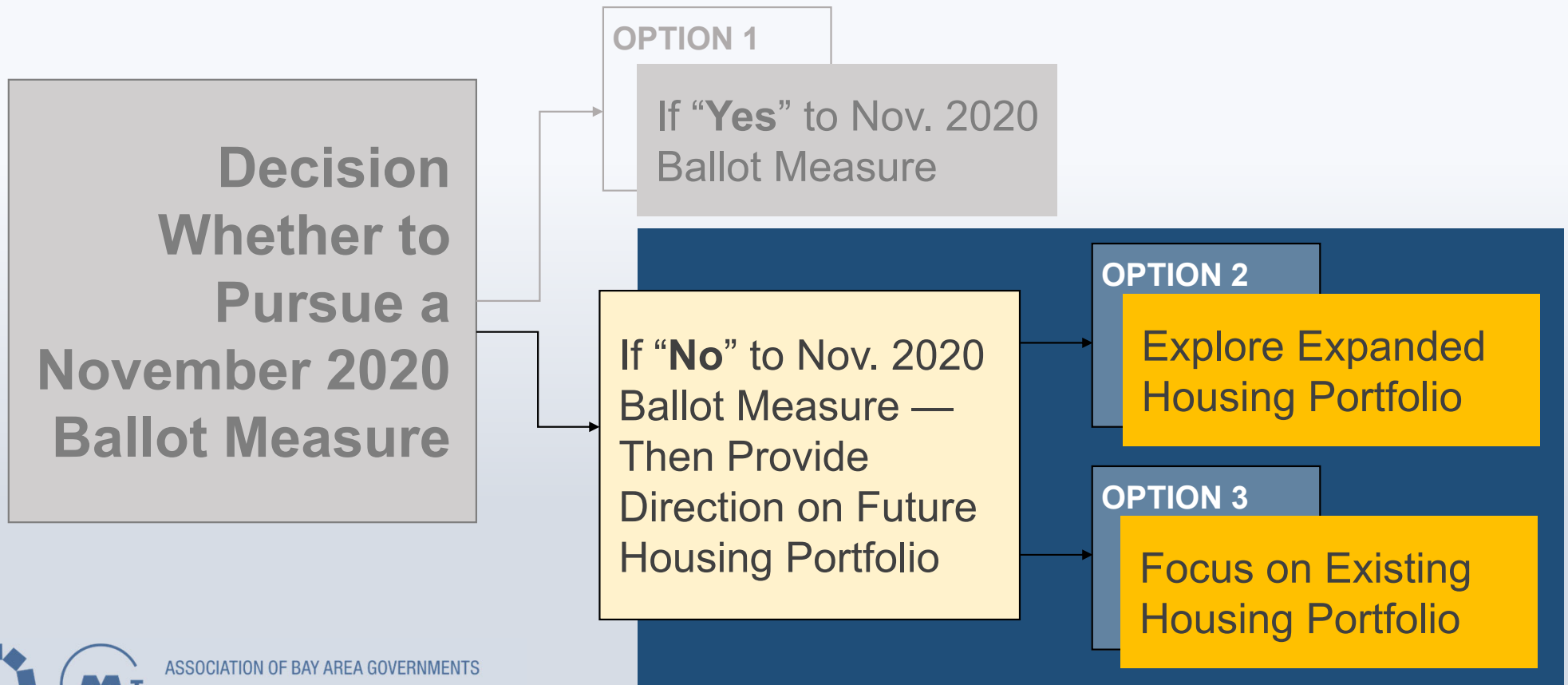
Metropolitan Transportation Commission

May 27, 2020



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Framework for Decision-Making



Option 2: Expand Regional Housing Portfolio

Leverage BAHFA to seek new resources that can support an expanded regional housing portfolio that more comprehensively tackles the Bay Area's housing challenges.

Option 2 Features:

- New activities must be linked to corresponding expected funding sources. The current budget does not support new work without new revenue.
- Today's presentation is a landscape analysis to review the range of possibilities. If policymakers direct staff to pursue Option 2, staff would return with a more detailed strategy proposal and potential work plan, including specific BAHFA roles.



Option 2: Expand Regional Housing Portfolio

Potential Revenue Sources

- **Federal and state funding opportunities**
- **Public-Private partnerships with philanthropic & business communities**
- **Earned revenue from new housing financing tools**
- **Regional Early Action Planning Grants (REAP) program (eligibility limited)**



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METROPOLITAN TRANSPORTATION COMMISSION

Option 2: Expand Regional Housing Portfolio

Regional Leadership on COVID-19 Relief

Explore potential value-add options for regional leadership through collaborative resource-sharing and leveraging BAHFA's convening power.

- **Support regional coordination on COVID-19 housing response**
 - Technical assistance to cities and counties on COVID-related housing policies and programs
 - Potential regional coordination of rental assistance funds
- **Position BAHFA for counter-cyclical strategies**
 - Housing construction as job-creating economic development
 - Acquisition & preservation strategy to prevent displacement from distressed assets



Option 2: Expand Regional Housing Portfolio

Potential BAHFA Activities

- **Comprehensive BAHFA Business Plan**
- **Develop Housing Finance Capacity**
- **Regional Housing Funding Coordination**
- **Technical Assistance**
- **Regional Affordable Housing Platform**
- **Enhanced Data Gathering**



Option 3: Existing Housing Portfolio

In light of severe fiscal constraints, focus on existing housing portfolios at MTC and ABAG rather than exploring an expansion into new activities.

Existing Regional Housing Portfolio Includes:

- Regional Housing Needs Assessment (RHNA)
- Regional Early Action Planning Grants (REAP)
- Housing Funding and Incentive Programs
- Housing Permit Data Gathering and Analysis



Recommendation: Option 2

Expanded Regional Housing Portfolio

The ABAG Administrative Committee and the MTC Executive Committee recommended Option 2.

- The recommendation was accompanied by direction to staff to explore how to reserve transportation-specific investment funds for transportation purposes.

Option 2 Next Steps:

- Staff will return in June with an initial strategy proposal for an expanded regional housing portfolio.
- The proposal will right-size potential activities to corresponding opportunities for additional revenue.
- Over time, the strategy will explore how to integrate new activities with the existing portfolio in a way that conserves resources and maximizes impact.



ASSOCIATION OF BAY AREA GOVERNMENTS
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Thank You.

For more information contact:

Daniel Saver

dsaver@bayareametro.gov



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0849 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 5/21/2020 **In control:** Metropolitan Transportation Commission
On agenda: 5/27/2020 **Final action:**
Title: Decision on Pursuit of November 2020 Revenue Measure

Key considerations to inform a decision regarding whether or not to pursue a general obligation bond on the November 2020 ballot to fund affordable housing.

Sponsors:

Indexes:

Code sections:

Attachments: [11b 20-0849 1 Summary Sheet Decision on Pursuit of Measure.pdf](#)
[11b 20-0849 2 Handout EMC Polling Results Summary May 2020.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Decision on Pursuit of November 2020 Revenue Measure

Key considerations to inform a decision regarding whether or not to pursue a general obligation bond on the November 2020 ballot to fund affordable housing.

Presenter:

Daniel Saver

Recommended Action:

Commission Approval

Metropolitan Transportation Commission and Association of Bay Area Governments Joint MTC Executive Committee and ABAG Administrative Committee

May 18, 2020

Item 4.b.

AB 1487 Housing Revenue Measure

Subject: Decision on Pursuit of November 2020 Revenue Measure

Key considerations to inform a decision regarding whether or not to pursue a general obligation bond on the November 2020 ballot to fund affordable housing.

Background: Assembly Bill 1487 (Chiu, 2019) established the BAHFA as a separate legal entity comprised of the same governing board as MTC and authorized BAHFA, subject to prior approval of the ABAG Executive Board, to place a funding measure on the ballot to fund affordable housing. The bill authorized four distinct funding mechanisms subject to voter approval, including a general obligation bond backed by a property tax assessment, an employee head tax, a parcel tax, and a gross receipts tax. The bill also authorized the ABAG Executive Board and BAHFA to impose a commercial linkage fee up to \$10/square ft. without voter approval but only *after* voters have already approved a parcel tax or a general obligation bond. This condition was added during the legislative process as a way to ensure that taxpayers (not just employers) are contributing towards affordable housing before a fee is imposed on commercial development.

Since last spring, the sponsors of AB 1487—Nonprofit Housing Association of Northern California (NPH) and Enterprise Community Partners (Enterprise)—have been exploring Bay Area voter sentiment about a regional role in affordable housing. An April 2019 poll commissioned by NPH and conducted by EMC Research found strong support (74 percent) for taking a regional approach to housing in the Bay Area versus city by city policies. NPH focused its revenue-related polling efforts on a general obligation bond, judging it the most feasible revenue mechanism to attract a two-thirds vote that could also generate *significant* funding in the near term. Notably, under AB 1487, any of the revenue mechanisms authorized may be put to a subsequent vote at any point in the future after other mechanisms have been approved.

Recommendation: Defer placement of a regional housing funding measure to a future election.

Discussion: **Summary of Polling Results to Date**

Over the last year, NPH has sponsored three polls exploring Bay Area voters' opinions regarding a potential general obligation bond of \$10 billion, with an estimated property tax levy of 35 cents per \$1,000 of assessed value, or \$350/year for a home valued at \$1 million. This included polls in April 2019, November 2019, and most recently, early May of this year. The Committee will receive an

update on the most recent poll at your meeting. This is a long-anticipated piece of information to inform your decision about whether to place a measure on the November 2020 ballot. If the polling is favorable and the joint Committee recommends the ABAG Executive Board and BAHFA place a measure on the ballot, BAHFA would need to adopt a resolution approving the ballot question by the end of July to meet the statutorily required election deadlines.

In 2019, polling showed Bay Area voter support for a regionwide affordable housing bond hovered right around the two-thirds vote threshold. Specifically, in April and November 2019, EMC Research conducted two separate polls testing a \$10 billion affordable housing bond with the following question:

Shall an ordinance to provide: affordable housing for Bay Area residents including low income families, veterans, seniors, persons with disabilities and those experiencing homelessness, and affordable housing near transit to shorten commutes and help working families like teachers and first responders afford local housing by issuing \$10,000,000,000 in general obligation bonds with an estimated levy of 35 cent per \$1,000 of assessed value, generating \$670,000,000 annually for approximately 30 years, with oversight and audits, be adopted?

Both polls found approximately the same level of support with a slight increase in November (63% in April and 67% in November). While these results were encouraging, given how close they were to the two-thirds margin they were by no means persuasive. First, the survey size was quite small for a regional measure (484 in April and 421 in November). Additionally, the results indicated that an organized opposition campaign could easily defeat a regionwide housing measure and that affirmative arguments were ineffective.

To provide more detail at the sub-regional level the most recent poll conducted from April 26-May 6th had a total survey size of 2,491 likely voters for a split two-way sample testing different questions related to a \$10 billion general obligation bond. Unfortunately, the COVID-19 pandemic has clearly weakened voter support for a housing bond at this time; the question that polled more favorably found that only 60 percent of voters would vote “yes” or “lean yes,” well below the required two-thirds vote. Staff from EMC Research will present more details on the poll at your meeting.

Election Costs

As has been discussed over the last few months, if the boards decide to place a measure on the ballot, BAHFA is required to reimburse the counties for the incremental cost of placing a measure on the ballot. If the measure passes, this is not a concern as the statute makes clear that the proceeds of the measure are to be used for this purpose. If the measure fails, however, BAHFA is still required to reimburse the counties for their incremental costs and must do so out of any funds

transferred to BAHFA from MTC, ABAG, or another public or private entity. While we understand that there may be some interest among private entities to help defray this cost, staff is unaware of any formal offer at this time.

The most recent experience with a nine-county measure is the June 2018 election for Regional Measure 3, for which counties charged the Bay Area Toll Authority \$3.2 million. We have been in contact with the election offices in each county and have specifically asked them how the costs would change if we were to reduce the number of pages of the ballot summary, which was 20 pages in the case of RM 3. In some cases, responses made clear that costs would be reduced by a smaller page count, while in others they noted costs would be about 10-15% higher. Based on the responses provided to date, staff believes an estimate of \$3 million is reasonable since the vast majority of the costs are tied to printing and assessed on a per-page basis. (Note that Alameda County Registrar of Voters, which had earlier indicated their costs would be \$4.5 million has clarified that their “billing model” would be the same as RM 3, for which BATA was billed \$720,140.)

In addition to the direct reimbursement of each county’s incremental election costs, the agency should expect to incur other election-related expenses including translation of the ballot summary, public information materials, and legal expenses. In the case of translations, AB 1487 assigns responsibility for translations to the county that contains the largest population among those that are required to translate ballots unless it chooses to delegate this responsibility to BAHFA. Santa Clara County fits this criterion and its Office of Registrar has notified us that they prefer to conduct the translations themselves and provided a cost estimate of approximately \$25,000. With regard to public information materials, this is variable. To the extent that most of the work is digital, rather than print, the work would likely be done in house and the only cost is staff time producing materials. In the case of RM 3, MTC did produce a trifold brochure, but the printing costs were modest—totaling less than \$2,000. Lastly, placement of a measure on the ballot does require expert legal advice with regard to details such as the impartial analysis and the ballot question. In RM 3, we spent \$43,000 on outside counsel for such purposes. Therefore, in summary we can expect approximately \$100,000 in direct election-related expenses as well as expenses of 2-3 full time equivalent (FTEs) for 3-6 months.

May 18, 2020

Page 4 of 4

Conclusion:

The outbreak of COVID-19 has significantly changed the landscape since prior ABAG and MTC conversations on this topic. The most recent polling results demonstrate a high risk that voters would reject the measure, with significantly less support for a regional tax measure than in previously polling. This also poses a substantial budget risk as there are no funds available in the MTC or ABAG budgets to cover election related costs if the measure fails. In light of these circumstances, staff recommends we not pursue a ballot measure at this time.



Therese W. McMillan



TO: Interested Parties
FROM: EMC Research
RE: Polling on a potential November 2020 regional housing bond
DATE: May 15, 2020

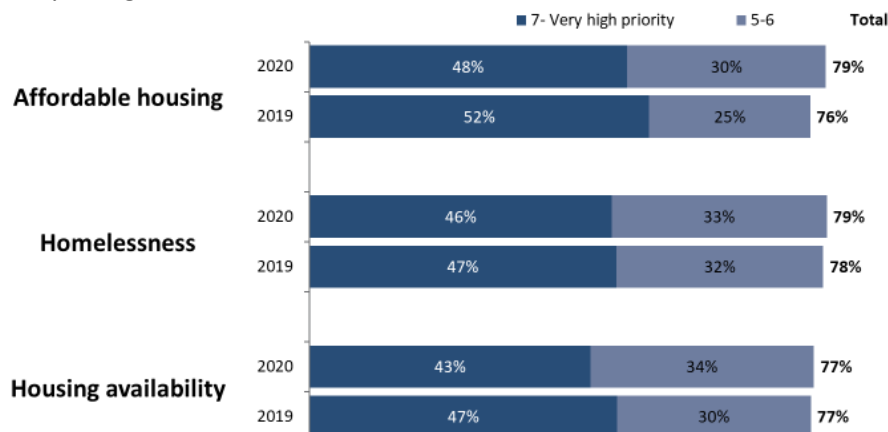
The following memo outlines key findings from recent polling conducted by EMC Research regarding a potential regional housing bond measure.

Key Findings

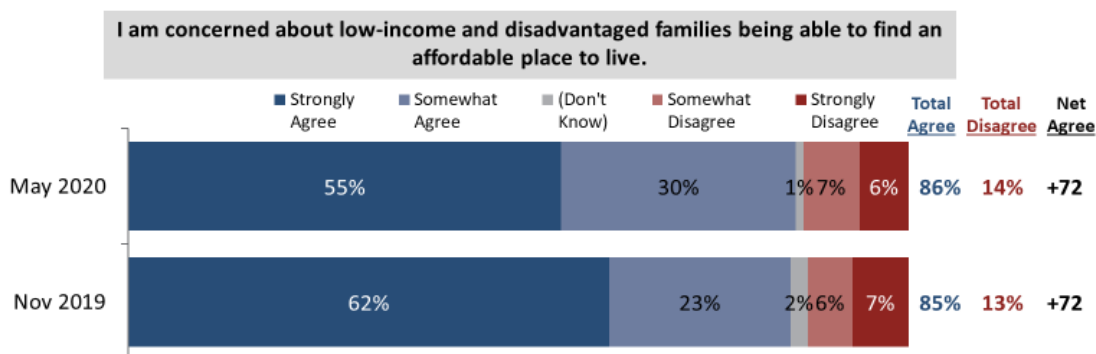
Voters throughout the Bay Area continue to be very concerned about housing and homelessness and support the fundamental outcomes of what a potential housing bond could help fund, especially stable housing for homeless children and families and other vulnerable populations. However, attitudes about taxes and rising economic concerns due to COVID-19 have softened the environment for a potential measure. A strong majority are supportive of a regional housing bond measure, but support falls below the two-thirds threshold needed for passage.

Voter Priorities

When asked to cite the top-of-mind most important problems facing the Bay Area, 37% of voters mention homelessness and 34% mention the housing crisis. Homelessness and the housing crisis remain the most cited items, despite concerns about COVID-19, which 19% of voters cite as one of the most important problem facing the Bay Area. When asked how the Bay Area should prioritize funding, affordable housing, homelessness, and housing availability remain top priorities, consistent with their prioritization a year ago.



Over eight in ten voters express concern for low income and disadvantaged families and overall concern has remained consistent since November, though the intensity of concern has decreased slightly.



Regional Housing Bond

In light of the current public health crisis, the poll was designed to test two potential ballot question frames: housing/homelessness and economic recovery. Support for the housing/homelessness ballot question frame was slightly higher than the ballot question framed as an economic recovery measure. Both ballot question tests were supported by well over a majority of voters, but neither measure tested reaches the two-thirds threshold.

(Homelessness Frame) n=1,246

Shall the measure to address Bay Area housing affordability/ homelessness, by providing:

- stable housing for homeless children/families;
- housing which may include mental health/substance abuse services; and
- local housing that is affordable for vulnerable residents including seniors, veterans, and persons with disabilities;

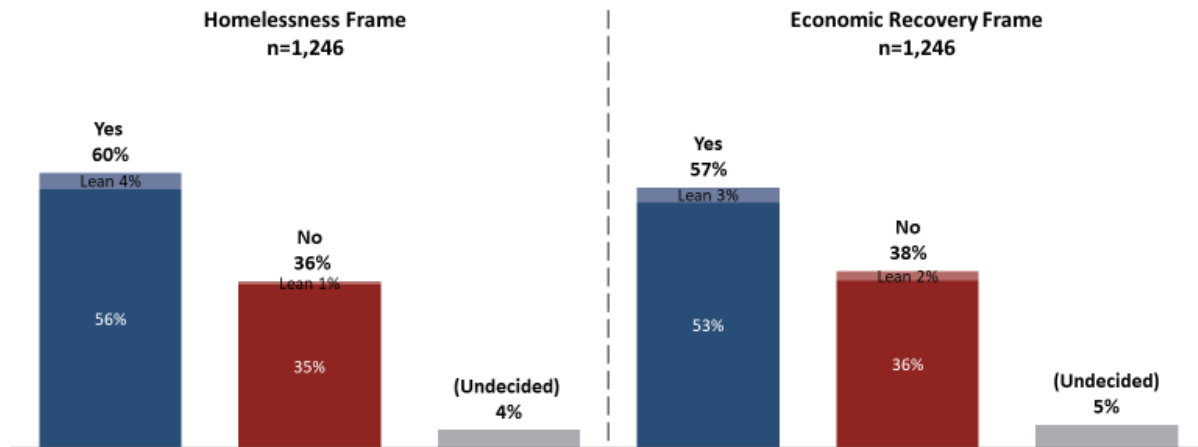
by issuing \$10,000,000,000 in general obligation bonds with an estimated levy of 35 cents per \$1,000 of assessed value, generating \$670,000,000 annually, while bonds are outstanding, with local authority, oversight and audits, be adopted?

(Economic Recovery Frame) n=1,246

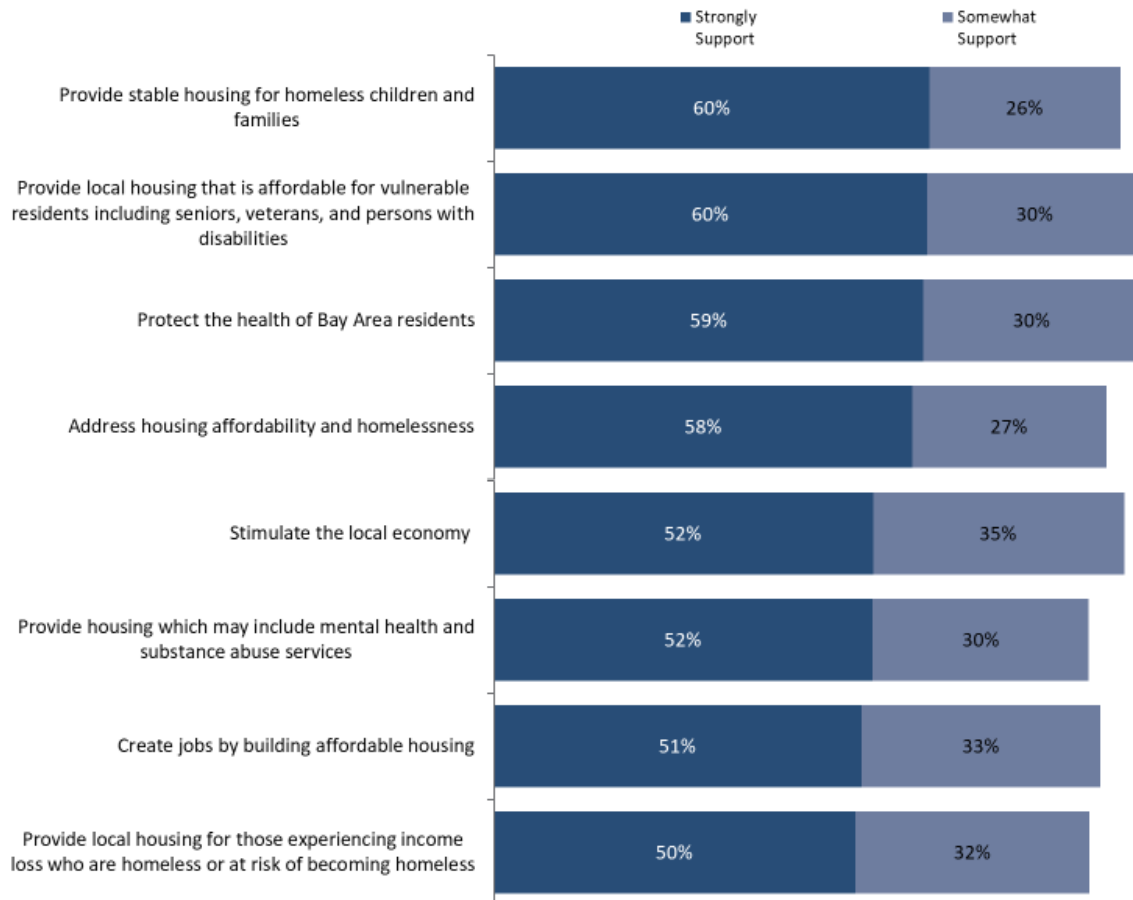
Shall the measure to stimulate the local Bay Area economy and protect the health of residents by:

- creating jobs by building affordable housing; and
- providing local housing for those experiencing income loss, who are homeless or at risk of becoming homeless

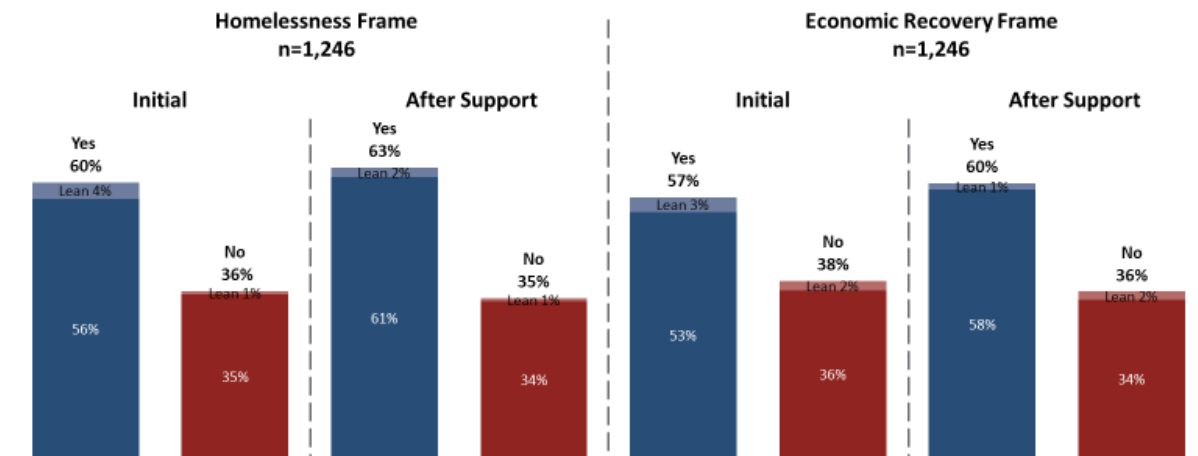
by issuing \$10,000,000,000 in general obligation bonds with an estimated levy of 35 cents per \$1,000 of assessed value, generating \$670,000,000 annually, while bonds are outstanding, with local authority, oversight and audits, be adopted?



The individual elements, particularly those which focus on the fundamental outcomes of what a potential housing bond could help fund, have significant support, although intensity is below two thirds. Voters across the Bay Area are fundamentally supportive of these outcomes.



Positive messaging that emphasizes who a measure would help, including homeless children and families, seniors on fixed incomes, and those who are living on the margins, resonates with voters. Support for a potential measure solidifies after voters hear components of the measure and a positive message.



Uncertain Economic Environment

Voter attitudes about taxes and rising economic concerns due to COVID-19 have softened the environment for a potential measure.

- Forty percent of voters anticipate some impact to their personal finances in the next 3-6 months due to COVID-19
- The percentage of voters reporting that they are unemployed has increased to 8%, compared to 3% in November 2019
- General tax sensitivity has increased in the last six months – 57% agree that they would vote against any tax increase, compared with 48% in November 2019

Methodology

The findings in this memo come from quantitative research conducted by EMC Research among likely November 2020 voters in the nine-county Bay Area. The polls cited here were conducted in May 2020 (2,491 interviews; margin of error of ± 2.0 percentage points), November 2019 (2,098 interviews; margin of error of ± 2.14 percentage points), and April 2019 (1,935 interviews; margin of error of ± 2.23 percentage points). All three surveys utilized a mixed-mode telephone/email-to-web methodology.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0850 **Version:** 1 **Name:**
Type: Report **Status:** Commission Approval
File created: 5/21/2020 **In control:** Metropolitan Transportation Commission
On agenda: 5/27/2020 **Final action:**
Title: Direction on Future Regional Housing Work Plan

Discussion of Bay Area Regional Housing Portfolio and Range of Activities for Potential Future Regional Housing Work Plan.

Preliminary overview of options and strategies for Bay Area regional agencies to expand their existing housing portfolio and seek new funding to support tenant protections, preservation of existing housing, and production of new affordable housing.

Sponsors:

Indexes:

Code sections:

Attachments: [11c 20-0850 1 Summary Sheet Discussion of Regional Housing Portfolio.pdf](#)
[11c 20-0850 2 Attachment A Memo on Potential BAHFA Activities.pdf](#)
[11c 20-0850 3 Attachment B BAHFA Funding Letter.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Direction on Future Regional Housing Work Plan

Discussion of Bay Area Regional Housing Portfolio and Range of Activities for Potential Future Regional Housing Work Plan.

Preliminary overview of options and strategies for Bay Area regional agencies to expand their existing housing portfolio and seek new funding to support tenant protections, preservation of existing housing, and production of new affordable housing.

Presenter:

Daniel Saver

Recommended Action:

Commission Approval

Metropolitan Transportation Commission and Association of Bay Area Governments Joint MTC Executive Committee and ABAG Administrative Committee

May 18, 2020

Agenda Item 4.c.

Direction on Future Regional Housing Work Plan

Subject: Discussion of Bay Area Regional Housing Portfolio and Range of Activities for Potential Future Regional Housing Work Plan.

Preliminary overview of options and strategies for Bay Area regional agencies to expand their existing housing portfolio and seek new funding to support tenant protections, preservation of existing housing, and production of new affordable housing.

Overview: If the ABAG Executive Board and the MTC Commission decide against placing an affordable housing revenue measure on the November 2020 ballot, BAHFA nonetheless presents an opportunity to explore expanding the regional housing portfolio to address the Bay Area's ongoing housing challenges. AB 1487 confers powers on BAHFA to advance the "3 Ps" in ways that extend beyond the existing capacities of ABAG and MTC. However, the current fiscally constrained environment renders it infeasible for ABAG and MTC to underwrite entirely new housing programs without corresponding new revenue sources.

As described in Agenda Item 4a, this situation presents two options for consideration by the Joint Committee. "Option 2" would direct staff to explore expanding the regional housing portfolio through a variety of potential non-ballot activities, including a discussion of when to activate BAHFA. As part of this option, staff suggests integrating consideration of potential new activities with discussion of potential new revenue opportunities to ensure that any expansion of activities have dedicated funding. Alternatively, "Option 3" would direct staff to focus on housing activities in ABAG and MTC's existing housing portfolios, rather than seeking an expansion. Option 3 would involve holding BAHFA in hibernation unless and until the governing boards instruct staff otherwise.

On balance, staff recommends Option 2 to enable a balanced path forward that recognizes the need to address the Bay Area's ongoing housing challenges, which have only been exacerbated by the coronavirus pandemic, while doing so in a fiscally prudent, stepwise fashion that accounts for the agencies' constrained budget realities.

The attached memo provides a preliminary landscape analysis of the range of potential alternative revenue sources and potential future activities for BAHFA, in addition to a brief description of the existing housing portfolios of ABAG and MTC. If the Joint Committee members wish to pursue Option 2 to examine

potential expansion of the regional housing portfolio, including through the activation of BAHFA, staff seeks direction to develop a proposed strategy that identifies realistic funding opportunities and prioritizes the highest-value activities that can be accomplished with the resources available in several funding scenarios. Staff would prepare to return in June with such a proposal.

Recommendation: ABAG Administrative Committee recommends to the ABAG Executive Board to direct staff to return in June with proposed strategies; MTC Executive Committee recommends to the MTC Commission to direct staff to return in June with proposed strategies.

Attachments: A. Memo on Potential Future BAHFA Activities and Expanded Regional Housing Portfolio

B. Letter from Bay Area Housing for All



Therese W. McMillan



Memorandum

TO: Joint MTC Executive and ABAG Administrative
Committee

DATE: May 18, 2020

FR: Executive Director

RE: Potential Future BAHFA Activities and Expanded Regional Housing Portfolio

Overview & Background

This memo provides an overview of the range of potential funding opportunities and related housing activities available to the Bay Area Housing Finance Authority (BAHFA). The purpose of the memo is to inform discussion of “Option 2” and “Option 3” as described in Agenda Item 4a, wherein ABAG and MTC can decide whether to explore expanding the regional housing portfolio absent a revenue measure on the November 2020 ballot (Option 2) versus focusing on the existing housing portfolios of the agencies rather than expanding (Option 3). This memo provides a preliminary landscape analysis to inform discussion.

The authority granted to BAHFA by AB 1487 is broad and enables a variety of housing-related activities even without a regional housing funding initiative. AB 1487 affords BAHFA the power to advance the “3 Ps” across the Bay Area in a capacity extending beyond what MTC and ABAG can currently deploy. While not legally required to activate BAHFA on any specific timeline absent a ballot measure, MTC and ABAG may find it desirable to do so to take advantage of the extended housing capacity of BAHFA, especially as the current public health crisis brings into sharper relief the importance of adequately housing all of the Bay Area’s residents. However, in the current budget environment, the additional powers contained within BAHFA can only be fully realized with additional resources to support the new activities; it is not feasible for MTC or ABAG to finance these activities due to fiscal constraints caused by COVID-19’s impact on the economy. Consequently, the exploration of potential new activities of BAHFA is inextricably linked with exploration of new revenue opportunities.

On balance, staff recommends Option 2. If the Joint Committee wishes to pursue Option 2, staff seeks direction to return in June with a strategic proposal that prioritizes the most viable potential revenue sources and highest-value activities that could be pursued in various funding scenarios.

This memo will first review potential revenue sources for expanded housing activities absent a regional funding initiative. Next, the memo will outline a range of potential activities that BAHFA could undertake if it can secure additional funding. Finally, the memo situates these potential future activities in context of MTC and ABAG’s existing regional housing portfolio.

Potential Alternative Revenue Sources

Aside from a ballot measure, BAHFA has statutory authority to receive funding from external sources and develop its own internal revenue streams. Potential revenue sources could include:

- ***State & Federal Funding Opportunities.*** Even prior to COVID-19, the State was considering several funding opportunities that could be coordinated through BAHFA. Several pre-existing conversations include potential funding to address homelessness and to protect renters. There could be additional funding programs developed as part of state and federal COVID-19 response packages, though importantly at the state level options may be limited due to unprecedented budget shortfalls. Staff expects to have more information about potential state funding in June, after the May revise.
- ***Private-Sector Funding Collaborations.*** During the past year, several tech companies and philanthropies have announced significant new investments for affordable housing, yet much of this funding remains untapped. BAHFA could serve as a vehicle to deploy these funds or otherwise coordinate the disparate financing sources to maximize their impact.
- ***Private Donations.*** A critical capacity of BAHFA is its ability to accept private donations. Staff could explore potential fundraising opportunities with philanthropies and other stakeholders that supported AB 1487. On May 5, 2020, the Bay Area Housing for All coalition sent a letter to ABAG Executive Board and MTC members stating that they have identified \$100,000 in private assistance to support development of a business plan for BAHFA. The letter is included as Attachment B.
- ***Earned Revenue from New Financing Tools.*** There are potential alternative financing techniques that BAHFA may be able to deploy, and staff is in conversation with affordable housing finance partners including community development financial institutions (CDFIs) regarding potential products. If any products are viable, the fees and interest from such financing tools could potentially serve as an earned income funding stream. However, additional research is needed as several legal, practical, and financial questions remain to be resolved. Further discussion would be needed to harmonize any such BAHFA activities with those of the Advancing California Finance Authority (ACFA).
- ***Regional Early Action Planning Grants (REAP).*** ABAG is scheduled to receive approximately \$24 million of one-time funds from the state budget to enhance the RHNA process and otherwise accelerate housing production in the Bay Area. Staff is in the process of designing a regional housing technical assistance program to deploy these funds to help local jurisdictions implement their RHNA allocations and adopt compliant housing elements. ABAG expects to receive an advance of \$5.9 million shortly, but these funds are already earmarked for RHNA and housing element technical assistance. Staff have had preliminary conversations with HCD and received indication that some BAHFA activities could be eligible expenses for the remaining \$18 million of REAP funds, if the ABAG Executive Board chooses to allocate the funds for these purposes. Staff would need to engage with HCD in additional conversations to clarify precisely which BAHFA activities could be funded by REAP.

Potential Future BAHFA and Expanded Regional Housing Activities

Opportunities for Regional Leadership in COVID-19 Relief & Recovery

BAHFA could serve as a vehicle to provide regional leadership to address COVID-19 related impacts on housing and economic security for Bay Area residents. There are several opportunities for strategic intervention at the regional level that could add value to ongoing responses at the local level through collaborative resource-sharing and leveraging BAHFA's

potential convening power. Two broad categories of activities that relate to COVID-19 response and recovery include:

- ***Support Regional COVID-19 Housing Response.*** There is already a complex and overlapping patchwork of emergency responses to COVID-19 at the federal, state, and local levels, and BAHFA could facilitate regional collaboration to ensure efficient deployment of existing and newly appropriated resources. For example, there is significant new federal funding that is eligible for use as rental assistance, which will layer over existing local programs and could be supplemented by future state funding; BAHFA could convene a regional network of rental assistance providers, encourage adoption of regional standards for administering these funds, and develop comprehensive regional data. Additionally, BAHFA could provide technical assistance to local jurisdictions whose already limited capacity has been stretched even further by the crisis through development of best practices and effective knowledge-sharing on various housing policies and programs across jurisdictional boundaries.
- ***Pivot to Counter-Cyclical Approach.*** If the economy continues a downward trajectory, many costs associated with housing construction may be reduced, including land acquisition and labor costs that fluctuate with economic boom/bust cycles. To the extent BAHFA can access or leverage other sources of capital, the region will be positioned to invest in housing at a time when there is an opportunity to achieve greater impact per dollar spent in addition to creating thousands of well-paying construction jobs. This could include a robust private market acquisition and preservation strategy to simultaneously prevent displacement of residents and build towards long-term affordability in a vulnerable segment of the housing stock. BAHFA can serve as a regional advocacy vehicle to marshal resources from federal, state, and private sources to invest in affordable housing in the Bay Area

Additional Potential BAHFA Activities

In addition to urgent COVID-19 responses, staff could plan and pursue a range of additional activities to establish a foundation for BAHFA to grow into a world-class, multifaceted housing finance authority. Such activities could include:

- ***Comprehensive Business Plan.*** Staff had already begun to scope a preliminary, streamlined BAHFA Business Plan to provide strategic guidance as part of gearing up for substantial new housing responsibilities in a ‘go’ scenario for a housing measure. With the extra time provided by a delay in seeking a revenue measure, staff could develop a more detailed and methodical Business Plan that is responsive to the evolving situation and also establishes BAHFA as an effective, accountable, and sustainable authority with a pathway to draw upon the resources needed to address the Bay Area’s intractable housing challenges.
- ***Develop Housing Finance Capacity.*** As mentioned above, BAHFA has authority to facilitate financing of affordable housing projects through various mechanisms including potentially via project revenue bonds. While some larger jurisdictions already deploy similar financing tools, most smaller jurisdictions do not have capacity or the technical expertise to do so and will be even less likely to develop that capacity in the current fiscal climate. BAHFA, in partnership or coordination with ACFA, could provide this capacity and take advantage of economies of scale at the regional level.
- ***Regional Funding Coordination.*** The affordable housing finance system is notoriously complex and inefficient, with affordable housing projects frequently requiring half a dozen or more distinct financing streams to make projects viable. BAHFA can leverage its convening power to facilitate greater coordination of local, regional, and state

funding sources with the goal of aligning timeline and processes to reduce administrative burdens and inefficiencies.

- ***Technical Assistance to Local Jurisdictions.*** Preliminary outreach to local staff indicates that many smaller jurisdictions lack capacity to proactively assemble deals that would increase housing opportunities at a variety of income levels. BAHFA could develop a technical assistance program to support local housing staff to increase Bay Area jurisdictions' competitiveness for state and federal funding sources, and ultimately ensure that more projects get built. Additionally, as local governments face significant budget shortfalls, BAHFA could provide technical assistance to fill gaps in local staff capacity on a broad range of housing policies, such as impact fees, inclusionary housing, and community stabilization policies. Such activities could be integrated with the new regional housing technical assistance program funded by REAP.
- ***Regional Affordable Housing Platform.*** Just as the financing system for affordable housing is unnecessarily complex, so too is the process of applying for affordable housing; time-strapped, low-income residents are forced to submit separate applications for each housing complex resulting in dozens of applications just to land on several over-subscribed waiting lists. Several local jurisdictions and sub-regional collaborations have prototyped a centralized application platform to ease the administrative burden on both applicants and affordable housing managers. BAHFA could collaborate with local partners to scale up this innovative approach to the regional level.
- ***Enhanced Data Gathering.*** There is a surprising lack of publicly available data on a range of housing issues, such as rent increases, evictions rates, and displacement patterns. BAHFA could spearhead regional data-gathering and build out open source data management systems, all of which could enable more effective and tailored policymaking in the future.

Existing Regional Housing Portfolio

To provide context for the expanded housing activities, below staff briefly describe the current combined housing portfolio of ABAG and MTC. Regardless of the option selected by the governing boards, staff expects to execute existing work plans for these items. If ABAG and MTC wish to expand upon these activities, staff will evaluate how any of the new housing activities could be woven into a broader package of regional housing programs to ensure alignment, to leverage administrative efficiencies, and to maximize impact.

The existing combined regional housing portfolio of ABAG and MTC includes:

- ***Regional Housing Needs Assessment (RHNA)*** – ABAG is statutorily required to develop a RHNA Methodology that allocates state-mandated expected growth at the jurisdictional level.
- ***Regional Early Action Planning Grants (REAP)*** – As noted above, this is a new technical assistance program funded by an allocation from the state budget to enhance the RHNA process and assist local jurisdictions in implementing RHNA by adopting compliant Housing Elements. This program is in development.
- ***Plan Bay Area*** – Housing is a central focus of the region's long-range plan and a key ingredient in the first Action Plan developed for Plan Bay Area 2040. The Implementation Plan for the forthcoming Plan Bay Area 2050 will involve housing policy and programming considerations.
- ***Housing Funding & Incentive Programs*** – MTC has devoted significant resources directly into housing through the Transit Oriented Affordable Housing (TOAH) and Bay Area Preservation Pilot (BAPP) funds. Additionally, MTC has incentivized housing

outcomes through various transportation funding programs such as the One Bay Area Grants (OBAG) program and the Housing Incentive Pool (HIP).

- ***Housing Permit Data Gathering and Analysis*** – ABAG/MTC have created and maintained a regional database of housing permits, which has recently expanded to include tracking the number of units through various stages of the development process. HCD is replicating and expanding upon our model at the statewide level.

Recommendation:

If the MTC and ABAG Executive board determine not to proceed with a revenue measure on the November 2020 ballot, staff recommends Option 2 – strategic expansion of the regional housing portfolio. in lieu of a revenue measure on the November 2020 ballot. If the Joint Committee wishes to pursue Option 2, staff seeks direction to return in June with a strategic proposal that prioritizes the most viable potential revenue sources and highest-value activities that could be pursued in various funding scenarios.



Therese W. McMillan



May 5, 2020

MTC Commissioners and ABAG Executive Board
Bay Area Metro Center
375 Beale St
San Francisco, CA 94105

Dear MTC Commissioners and ABAG Executive Board:

As elected officials, we know you are on the frontlines of responding to the COVID pandemic ensuring the safety and health of our Bay Area communities, especially our most vulnerable residents. On behalf of the Bay Area Housing for All (BAHA) leadership team, we want to thank all of you for the work you're doing.

As we discussed in our meeting on April 8, we recognize the path to the ballot may change in response to the COVID pandemic and accompanying economic uncertainty. As has been our approach throughout this process, the decisions we make in partnership with the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) will continue to be both data-driven and responsive to the needs of our region. We appreciate your leadership during this uncertain time.

This crisis, and our need to 'Shelter In Place' for the sake of our shared health and the world economy, only underscores the necessity for there to be sufficient and safe homes to do so.

Our region, using the authority and structure of BAHFA already created through AB 1487, can address the severe economic and health impacts of the COVID-19 pandemic while building a strong foundation for a lasting recovery. Immediately prior to the pandemic, California faced a shortage of 1.3 million affordable homes. As we respond to this crisis and plan for our long-term recovery, the guiding motivation of BAHA has become even more critical: it is essential for everyone to have a healthy, stable home. Therefore, the BAHA leadership team remains committed to working with MTC and ABAG in standing up BAHFA to provide the kind of regional coordination, technical assistance, and funding/financing for affordable housing -- both to meet the existing need and to play a role in our region's recovery. For example:

- BAHFA could receive and coordinate funds across the region, not just from a ballot measure, but also could directly receive and disburse funds from the state, federal stimulus, private funds, etc.;
- BAHFA could provide TA to jurisdictions who are trying to figure out how to use the new federal housing dollars coming to their jurisdictions; and
- BAHFA could be a direct lender/under-writer of affordable housing production and preservation deals, which could be especially beneficial to lower-capacity jurisdictions who were short staffed before this crisis and are now even more stretched for capacity.

We believe these steps can provide our region with the relief and resources needed to address the increase in homelessness and housing insecurity we're already seeing and will continue to see as a result of the COVID pandemic and economic fallout. There is a great opportunity to leverage the structure and authorities of BAHFA, as well as existing staff, to do this work. The first, and most foundational piece, of this work is to create a business plan for BAHFA. **We understand the financial constraints that accompany this new public health and economic crisis and the impact this will have on resources available to fund the work needed to launch a regional agency. We would like to extend the offer to engage in a partnership to ensure this critical work continues to move forward. We have identified \$100,000 in assistance.**

Please feel free to reach out to any of us with your questions and thoughts. Thank you all again for your partnership.

Sincerely,

Judith Bell, Chief Impact Officer, The San Francisco Foundation
 Amie Fishman, Executive Director, Non-Profit Housing Association of Northern California
 Heather Hood, Vice President, Enterprise Community Partners, Northern California
 Tomiquia Moss, Founder and Chief Executive, All Home

Cc: Therese McMillan, Executive Director, MTC
 Rebecca Long, Government Relations Manager, MTC/ABAG
 Randy Rentschler, Director of Legislation and Public Affairs, MTC/ABAG



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-0832 **Version:** 1 **Name:**

Type: Report **Status:** Informational

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Sponsors:

Indexes:

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Attachments: [12 20-0832 PublicComment_Paul Steinberg of Carma.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Written Public Comments Received

COMMISSION AGENDA ITEM 12 - Public Comment



Carma Technology Corporation
600 Congress Avenue, Floor 14
Austin, TX 78701

May 12, 2020

Metropolitan Transportation Commission (MTC)
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

RE: Selection Dispute - App Vendor for Smartphone App-Based Occupancy Verification System Pilot

Dear Mr. Nguyen and Commissioners:

On behalf of Carma Technology Corporation (dba Carma), I respectfully submit this objection to the selection of *Rideflag Technologies* for the above-named RFP on the grounds that the provisions of the RFP or applicable provisions of federal, state or local law have been violated or inaccurately or inappropriately applied.

In particular:

1. Rideflag Does Not Meet the Proposer Minimum Qualifications

- With reference to Page 4 of the RFP, the vendor must demonstrate that the Proposer has a mature, functioning product that meets the Specifications described in Appendix A, Scope of Work and that the "Proposer must identify at least one existing toll facility where their proposed app is or has been deployed/tested".
- Rideflag does not have a mature, functioning product for vehicle occupancy verification and has not deployed a vehicle occupancy verification smartphone app. Rideflag is in the early stages of a first pilot of its vehicle occupancy verification technology with the Utah Department of Transportation. Rideflag has some prior carpool pilot experience, but they have never been commercially deployed for occupancy verification.
- With reference to Page 9 of the RFP, "Proposers failing to meet the Minimum Qualifications will not be considered."
- By comparison, Carma has an active commercial deployment of its *GoCarma* smartphone app for vehicle occupancy verification, processing 15,000 daily HOV transactions in the Dallas-Fort Worth metroplex. The app has more than 30,000 active users.

2. Rideflag Does Not Meet the Functional Requirements Outlined in the RFP

- With reference to Page 17 of the RFP, “VENDOR’s app must not require the driver to interact with the app while driving.”
- Rideflag requires a driver to manually interact with the app to confirm a pick-up and to take a photograph of another person in the car. It is not credible that the driver will limit their interaction with the app to times when they are not behind the wheel. This is particularly true in the case of a casual carpool pick-up, for example.
- By comparison, the GoCarma app is a touch-free experience. A user does not need to open the app to be verified in a vehicle - it works entirely in the background using Bluetooth and / or GPS to verify HOV status.

3. Rideflag’s Approach Disregards California Vehicle Code, Section 23123:

- With reference to California Vehicle Code, Section 23123, a person may not interact with a smartphone app unless it is necessary for emergency services or the vehicle is on private property.
- Rideflag requires a user to interact with the smartphone app to initiate a pick-up and to take a photograph of a person without a smartphone to verify their presence in the vehicle. Again, in the example of casual carpooling this would require a driver to interact with their phone on an active roadway with vehicles waiting behind - both at time of pickup and dropoff.
- Therefore, awarding this contract to Rideflag disregards applicable provisions of Californian state law.
- By comparison, the GoCarma app automatically verifies vehicle occupancy without a user interacting with the app.

4. Procurement of Facial Recognition Technology and Services is Outlawed in San Francisco

- A city of San Francisco ordinance bans facial recognition technology from being used by all city departments, including police and transit authorities.¹
- As published in a paper by Rideflag’s CTO, “**Our facial recognition system** processes a user’s image on his/her phone and produces a facial biometric signature that is unique to that person.”²
- The Rideflag app requires the use of facial recognition technology to verify the occupancy of someone without a smartphone, including a child. The app also uses its facial recognition technology for auditing of vehicle occupancy. This is a major privacy concern that goes beyond the standard set by the FasTrak and BAIFA privacy policies as well as recent trends away from facial recognition technologies in California.

¹ <https://sfgov.legistar.com/View.ashx?M=F&ID=7206781&GUID=38D37061-4D87-4A94-9AB3-CB113656159A>

² <https://media-exp1.licdn.com/dms/document/C4E1FAQEbV6PmtfG2vg/feedshare-document-pdf-analyzed/0?e=1589367600&v=beta&t=fNv0KZVnKEhRddEWTBR-AZaVDIf-j4aiBnOeeLmvMwk>

- Following the controversy associated with the *Clearview* smartphone app using facial imaging technology, as described in the New York Times,³ 40 privacy groups called for a federal moratorium on the use of facial recognition technology.⁴
- Regardless of whether the image is communicated to a server or remains within the app, the use of such technology is a major privacy concern that is subject to hacking and further vulnerable to variance in skin tone. San Francisco was the first city in the county to ban the use of facial recognition technology in surveillance cameras. Oakland followed due to concerns confirmed in an MIT report about its effectiveness with darker skin.⁵

5. Rideflag's Product Appears to Infringe at Least One Carma Patent:

- Based on Pierce Gould's comments to the Operations Committee (May 8th, 2020) related to how the app "counts smartphone signals in a car as a proxy for vehicle occupancy" as well as prior public disclosure from Rideflag about its "passenger proximity" occupancy validation technology, it appears that Rideflag's product may fall within several of Carma's patents and patent applications that are soon to issue, all of which have a priority date of February 12, 2007.
- We believe that the features of Rideflag's product may be covered, at least, by Carma's U.S. Pat. No. 10,083,608 ("Continuous Coordinated Proximity Monitoring in a Shared Transport Network"), U.S. Pat. No. 10,453,339 ("Pooled Point-to-Point Ride Hailing in Shared Transport System"), and in U.S. App. No. 16/564,819 ("Systems and Methods for Detecting Continued Occupancy of Transport Users in Transport Vehicles") for which a patent is expected to issue in the next couple weeks -- all of which claim a priority date of February 12, 2007.
- Most notably, the claim features in U.S. App. No. 16/564,819 (for which a patent is soon to issue) include:
 - determining, by the transport network, that the transport user device has entered the transport vehicle, or is within transport proximity, of the transport vehicle based on determining a coordinated proximity between the transport user device and the transport provider device;
 - determining, by the transport network, that the transport user remains within the transport vehicle, or within transport proximity, of the transport vehicle by verifying that the coordinated proximity continues to exist between the transport user device and the transport provider device; and
 - determining, by the transport network, that the transport user is no longer within the transport vehicle, or within transport proximity, of the transport vehicle by detecting a break in the coordinated proximity between the transport user device and the transport provider device.

³ <https://www.nytimes.com/2020/01/18/technology/clearview-privacy-facial-recognition.html>

⁴ <https://www.technologyreview.com/2020/01/27/276067/facial-recognition-clearview-ai-epic-privacy-moratorium-surveillance/>

⁵ <https://www.sfchronicle.com/bayarea/article/Oakland-bans-use-of-facial-recognition-14101253.php>

- These claims make clear that any vendor’s product undergoing a verification of a coordinated proximity between a transport provider device and a transport user device would be at risk of patent infringement.
- Carma has pioneered smartphone-based vehicle occupancy verification and takes its intellectual property seriously. We have submitted a Public Records Request for more information related to Rideflag’s proposal. Based on confirmation of Rideflag’s approach to vehicle occupancy verification, Carma will take legal action, as appropriate.

Comparison Chart: Rideflag and Carma

We believe that an objective comparison of Rideflag and Carma’s products would support our dispute of the selection of Rideflag for this project. We include a comparison chart below.

II. PROPOSER MINIMUM QUALIFICATIONS (RFP PAGE 4)		
	Rideflag	Carma
1. In the Transmittal Letter, Proposer must declare that it has a mature, functioning product that meets the Specifications described in Appendix A, Scope of Work.	<p>Rideflag does not have a mature, functioning product that meets the Specifications described in Appendix A, Scope of Work.</p> <p>Rideflag does not have a fully developed smartphone app for verifying vehicle occupancy. Rideflag is adapting its carpool ride-matching app to include facial recognition technology and is about to start testing this product in a pilot with the Utah Department of Transportation.</p>	Carma’s “GoCarma” app is a mature, functioning product that already meets the Specifications and is ready for immediate deployment in a pilot.
2. In the Transmittal Letter, Proposer must identify at least one existing toll facility where their proposed app is or has been deployed/tested.	Rideflag does not have an active deployment and has only completed a survey as part of their pilot with the Utah Department of Transportation. There has never been a commercial release of RideFlag using facial recognition for occupancy verification.	App is fully deployed with 30,000 active users in the Dallas-Fort Worth metroplex, processing 15,000 daily HOV transactions across a 120-mile managed lane network.
APPENDIX A: SCOPE OF WORK REQUIREMENTS		

	Rideflag	Carma
Vendor shall provide a state of the art, turnkey smartphone app-based occupancy verification system that can be used by the public to detect vehicle occupancy on Bay Area express lanes.	Rideflag is starting to pilot its technology and does not have a turnkey solution. Rideflag has never commercially deployed, nor have they proven an ability to integrate with a back-office billing system like FasTrak.	Our GoCarma app is a turnkey solution that is ready for deployment. GoCarma has been successfully integrated with multiple roadside and billing vendors to date.
Task 1 - Project Management	Rideflag has not successfully project-managed a full deployment of its product.	Carma's Project Manager has successfully managed a full commercial-scale deployment of our GoCarma app. This included continuous engagement with a wide set of project partners, including North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), the North Texas Tollway Authority (NTTA), technical integrators such as Cintra and TransCore, and our end-user community. It further includes thousands of pages of documentation related to project management plans, design plans, test plans, interface control documents, conformance traceability, test reports, quarterly reports, communications plans, and ongoing stakeholder updates.
Task 2 - App Specification A1. VENDOR's product must be able to operate on both iOS and Android operating systems.	Compliant	Compliant
Task 2 - App Specification B1. VENDOR's app-based occupancy verification system must have a solution for determining	Facial imaging of the person without the smartphone (e.g. infant / children).	A Bluetooth tag is carried on board when the person without a smartphone is present in the vehicle.

vehicle occupancy for persons without smartphones (e.g. infants / children).		These non trackable tags are provided at no cost to MTC. Violations are automatically identified over time based on big data analysis of coordinated device movement.
Task 2 - App Specification B2. VENDOR's app must not require the driver to interact with the app while driving.	A driver interacts with the app to initiate a pick-up. A driver interacts with the app to initiate the facial imaging of the 2nd person in the car.	No app interaction. The app automatically verifies occupancy in the background using GPS and / or Bluetooth.
Task 3 - App Modification Customization Including: back-end reports, information/data collected for evaluation purposes, pilot participant feedback via app, in-app announcement etc.	No active deployment.	All of these are already available in a full commercial-scale deployment. Carma has confirmed that no MTC staff member reached out to our reference customer NCTCOG. No one inquired about the success of our DFW system, nor our working relationship with 7 agencies, nor did anyone request copies for any of any system performance reports.
Task 4 - Information/Data Request VENDOR shall provide MTC and/or its consultant with information or data needed to support MTC's separate outreach and evaluation activities.	No active deployment.	Data already provided to NCTCOG as part of our Dallas-Fort Worth deployment.
Task 5 - Evaluation Review While the evaluation is meant to be independent, VENDOR may be given an opportunity to review key findings prior to making them public and provide important context that MTC may, in its sole	Rideflag is starting to pilot test its technology and so it has not yet been independently evaluated.	Carma has worked closely with US government agencies for more than a decade and participated in many pilot evaluations. Our Dallas-Fort Worth deployment followed years of extensive evaluation with independent oversight in Dallas, Austin and the San Francisco Bay Area.

discretion, factor into the overall evaluation process.		
<p>Task 6 - Customer Support Services</p> <p>VENDOR shall provide pilot participants a method to communicate app-related questions and report issues to VENDOR throughout the pilot. VENDOR shall respond/resolve customer inquiries/issues within 48 hours of receipt.</p>	No active deployment yet.	<p>So far this year, we have responded to 6,086 inbound support tickets as we on-boarded new users - with an average response time of 6 mins 3 seconds and average time-to-resolution of 26 mins 53 seconds.</p> <p>Since January, when the GoCarma app replaced another app that required user interaction, customer service complaints related to people forgetting to use the app prior to each trip, have dropped from a daily high of 82 down to zero.</p>
Qualifications and References		
	Rideflag	Carma
Active Deployments	None	Our GoCarma smartphone app is fully deployed, enabling 15,000 HOV toll discounts across 120 miles of managed lanes in the Dallas-Fort Worth metroplex. Our partners for this project include the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), the North Texas Tollway Authority (NTTA) and technical integrators such as Cintra and TransCore.
Experience in the San Francisco Bay Area	None	Between 2012 and 2015, Carma was the sole carpool smartphone app used in a San Francisco Bay Area project that was administered by Caltrans and MTC 511 Rideshare with many stakeholders including Contra Costa Transportation Authority (CCTA), Sonoma County Transportation Authority SCTA) and

		the Transportation Authority of Marin (TAM). In July 2013, MTC asked Carma to support MTC's efforts during the BART strike when our smartphone app was used to verify hundreds of thousands of HOV trips across the Bay Bridge. Furthermore, Carma has partnered with Contra Costa Transportation Authority for several Bay Area projects including two that verified occupancy along the I680 and I80 corridors.
Privacy Impact		
	Rideflag	Carma
GPS	Within a pilot geofence location only.	Within a pilot geofence location only.
Facial Recognition Technology	For everyone including those without a smartphone, and for auditing purposes.	None
Bluetooth	Unknown	Optional
Other		
	Rideflag	Carma
Fully Automated	No. MTC staff report suggests users of RideFlag must interact with the app before every single trip, and randomly at the end of trips for verification.	Yes. After setup, there is no user interaction before, during or after any trip. Carma verifies every single trip - not a random selection.
Minimize Barriers to Carpooling	Rideflag is a carpool ride-matching app and has some limited experience in building carpool communities.	Although "minimizing barriers to carpooling" was not mentioned in the RFP, Carma is the most experienced vendor in this space, having launched the first carpool ride-matching smartphone app in 2008. With a carpool ride-matching database of tens of thousands of commuters in the Bay Area, Carma

		<p>is uniquely positioned to minimize barriers to carpooling.</p> <p>Carma staff co-authored with Susan Shaheen of UC Berkeley, a comprehensive study of casual carpooling usage and behaviors. During the 2013 BART strike Carma leveraged this expertise to create very successful 'super' casual carpool hubs at BART stations - thus extending the SF Bay casual carpool network.</p> <p>Our GoCarma product currently excludes our patented real-time carpool ride-matching functions due to the fact that 1) most carpools are intra-household family-pools rather than inter-household matched carpools, 2) it was not mentioned in the RFP, and 3) the RFP explicitly states that a driver should not interact with the app.</p>
Future Integration	No integration to date.	<p>For our Dallas-Fort Worth deployment, we are integrated with 2 vendors, TransCore and Cintra. We spent more than a year developing the Interface Control Document. Our solution includes flexible integration options to suit your needs. GoCarma has also shared data with two backend billing vendors (TxDOT Austin & ETCC).</p>

Finally, we think it's highly unusual that MTC staff selected three (3) camera vendors as part of the Roadside Camera-Based phase 1 pilot, and with only 3 valid submissions and 2 shortlist vendors, this same MTC staff only chose to move forward with a single smartphone vendor to pilot.

We have developed our solution over the past decade thanks to strong partnerships with dozens of government agencies who support HOV incentives. We strongly believe that HOV / Express Lanes are the Bay Area's best tool for managing highway congestion and that the GoCarma app is by far the most advanced and cost-effective method, and the only proven smartphone solution, for mitigating HOV violations. We once again encourage MTC staff and commissioners to reach out to the North Central

Texas Council of Governments (NCTCOG - DFW regional MPO) to check our references and learn more about our successful deployment in the Dallas-Fort Worth metroplex. We include key NCTCOG contacts below:

- Michael Morris, Director of Transportation - mmorris@nctcog.org - Michael's team leads this project for the DFW metroplex and is the best person to understand the politics that may need to be addressed.
- Natalie Bettger, Sr. Program Manager - nbettger@nctcog.org - Natalie leads this effort internally and is the best resource to learn more about their 5yr search and funding of the GoCarma platform. She can also provide copies of any of the many project plans including; project management, testing, violations, ICD, customer support and certification.
- Dan Lamers, Sr. Program Manager - dlamers@nctcog.org - Dan sits on several TRB and IBTTA committees and is the best resource for learning about Carma Technology Corporation as a partner. Dan can also provide any performance metrics MTC may be interested in including total transactions, %HOV and system performance.
- Amanda Wilson, Public Involvement, Outreach and Government Relations - awilson@nctcog.org - is the best contact for information about messaging, communications and the press.
- Ken Kirkpatrick, Legal Counsel, Transportation - kkirkpatrick@nctcog.org - Ken is the best legal resource to understand what policies or laws your agency may need to consider. Ken has previously provided a copy of their contract with Carma.

We thank you for this opportunity to submit this objection. We strongly support MTC and the Operations Committee in piloting technologies for mitigating HOV violations and would welcome an opportunity to work with you further on this project. We look forward to your response.

Sincerely,

A handwritten signature in black ink, appearing to read 'P. Steinberg', with a large, stylized 'S' at the end.

Paul Steinberg, Chief Business Officer
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408-540-9942