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.

Date: May 27, 2020
W.I.: 1152
Referred by: Administration Committee

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.

Date: May 27, 2020
W.I.: 1152
Referred by: Administration Committee

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

Association of Bay Area Governments

Caltrans

Metropolitan Transportation Commission

FTA Federal Transit Administration

FHWA

FY 2020-2021

OVERALL WORK PROGRAM

FOR THE

SAN FRANCISCO BAY AREA

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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
SRTP	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	• Oversight of Agency Operations • Financial Reports/Audits • Agency Budget • Contracts • Commission Procedures
Executive Committee	• Acts on matters of urgency brought before it by the Chair between Commission meetings • Acts on other matters assigned by Commission Chair
Legislation Committee	• 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	• 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	• Oversight of Transportation System Management & Operational Activities • Customer Service Programs • Agency Contracts Re: System Management & Operations
Programming and Allocations Committee	• 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.

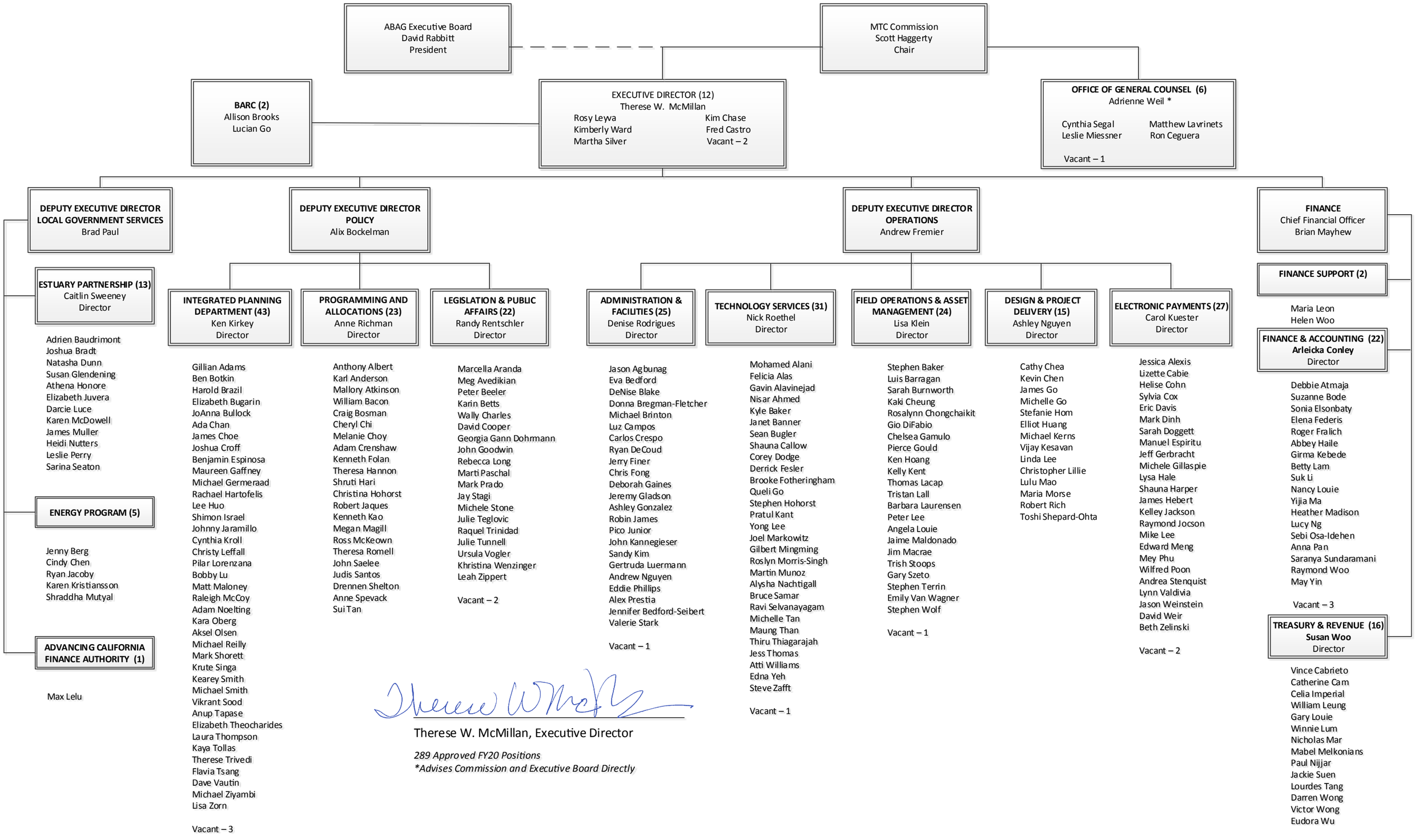
There are currently 15 transit/rail operators represented on the MTC Commission:

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. NVTA: 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*


SONOMA
NAPA
SOLANO
MARIN
CONTRA COSTA
SAN FRANCISCO
ALAMEDA
SAN MATEO
SANTA CLARA

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 2040will 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	**Estimated Completion Date**
CTP	Ongoing 2017/18 to 2020/21
Estimated Cost by Funding Source	**Estimated Person-Months and Cost**
Not funded through the OWP process	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	**Estimated Completion Date**
• N/A	N/A
Estimated Cost by Funding Source	**Estimated Person-Months and Cost**
• Not funded through the OWP process	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	**Estimated Completion Date**
N/A	N/A
Estimated Cost by Funding Source	**Estimated Person-Months and Cost**
Not funded through the OWP process	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	**Estimated Person-Months and Cost**
Not funded through the OWP process	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**
• Written comments to LAs on their proposed projects and environmental documents.	Ongoing
• 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	Estimated Completion Date
Not funded through OWP process	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	**Estimated Person Month & Cost**
Not funded through OWP process	N/A

Work Element 6.11 – Bicycle Planning and Coordination

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	**Estimated Person-Months and Cost**
Not funded through the OWP process	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	**Estimated Completion Date**
Internal/external project and policy documents	Ongoing
Estimated Cost by Funding Source	**Estimated Person-Months and Cost**
Not funded through OWP process	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 May27, 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.

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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	**Estimated Completion Date**
• BCDC ART Project	Complete
• BCDC ART Program	Ongoing
• Adaptation Options Study	Complete
• D4 Vulnerability Assessment	Complete
• D4 Adaptation Plan	Under Development

Estimated Cost by Funding Source	**Estimated Person-Months and Cost**
Not funded through the OWP process	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	Estimated Person Months and Cost
Not funded through the OWP process	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	**Estimated Completion Date**
• Project Reports	Ongoing
• Annual Program Inventory	Ongoing

Estimated Cost by Funding Source	**Estimated Person Months and Cost**
Not funded through OWP process	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	**Estimated Person Months and Cost**
Not funded through OWP process	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
• 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	**Estimated Completion Date**
• Silicon Valley Smart Corridor Phases 1, 2 and 3	Completed
• East Bay SMART Corridor construction on State Highway	Completed and on-going
• Operation of field equipment and links between local agencies and Caltrans TMC	Pending resolution of security issues
• Implementation of ramp metering in Corridors	Ongoing

Estimated Cost by Funding Source	**Estimated Person Months and Cost**
Not funded through OWP process	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	**Estimated Completion Date**
Travel Demand Model for Sustainable Community Strategy Land Use	Ongoing

Estimated Cost by Funding Source	**Estimated Person-Months and Cost**
Not funded through the OWP process	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	Estimated Completion Date
• GIS data library	Complete – Ongoing Maintenance
• Google Earth data layer library	Complete – Ongoing Maintenance
• Develop and Maintain Web Map Services	Ongoing
• County STIP/SHOPP Project Location Maps	Ongoing
• Corridor System Management Plan Maps	Ongoing
• Functional Classification Changes/Updates	Ongoing

Estimated Cost by Funding Source	Estimated Person-Months and Cost
Not funded through the OWP process	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
- Facilitate regional coordination of planning and programming issues with federal, state, regional and local agencies and transportation stakeholders.

Description
- Consult with the Bay Area Partnership Board and its subcommittees as needed on prospective regional policy issues.
- Following Committees:
  - 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
- 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	• meetings as needed	FHWA PL/TDA	07/01/20	06/30/21
2.	Conduct Partnership Technical Advisory Committee Meetings	• 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	• 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	• 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	• 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	• 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)

Anticipated Future Activities

- 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

- 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

- 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

- 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

D. Previous Accomplishments

Accomplishments	• 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	• 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	• Meeting agendas and packets Staff reports Presentation materials	TDA	07/01/20	06/30/21
2.	Staff the Equity and Access Subcommittee as needed	• Meeting agendas and packets Staff reports Presentation materials	TDA	07/01/20	06/30/21
3.	Staff the Fare Integration/Coordination Subcommittee as needed	• Meeting agendas and packets Staff reports Presentation materials	TDA	07/01/20	06/30/21
4.	Attend the Regional Equity Working Group, as needed	• Staff reports, as needed	TDA	07/01/20	06/30/21
5.	Plan and implement the annual meeting with the Commission and the Council	• Meeting agenda Presentation materials	TDA	07/01/20	06/30/21
6.	Assist with Council reports/ motions to the Commission	• 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	• 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	• Presentations, as needed	TDA	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2021-22)

Anticipated Future Activities	• 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

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

- **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**

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. Addition 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.	• 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.	• 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.	• 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 *Plan Bay Area 2050*.	• 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.	• 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 *Plan Bay Area 2050*, as well as associated technical reports.	• 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 *Plan Bay Area 2050* in compliance with Title VI.	• 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.	• Draft EIR Presentation materials	FHWA PL/FTA 5303	07/01/20	04/30/21

F. Anticipated Future Activities (FY 2021-22)

Anticipated Future Activities	▪ Adoption of *Plan Bay Area 2050* is anticipated in summer 2021. ▪ Work in FY 2021-22 will include: implementation activities associated with the adopted *Plan Bay Area 2050* 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.	• Staff reports Presentation materials Technical reports Meeting agendas and notes	SB1	09/01/19	06/30/20
2.	Analyze Plan Bay Area 2050 equity strategies	• Staff reports Presentation materials Technical reports Meeting 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.	• 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 *Plan Bay Area 2050*.	• 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 statue**

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	▪ Same as above
Accomplishments	▪ 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;
Work Products	▪ Plan Bay Area 2040 Technical Documentation and Maps

- 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.	• 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.	• 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.	• 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.	• 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.	• 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.	• 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.	• 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.	• 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 is support of housing and transportation planning coordination efforts	• 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 Noelting

A: Budget

No budget allocated for this fiscal year.

B. Project Description

Objectives	▪ 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	**Implement the Regional Goods Movement Investment Strategy** • In 2018, the MTC Commission adopted the Regional Goods Movement Investment Strategy, a ten-year prioritized set of projects and programs. • MTC will work to monitor the delivery of projects and programs included in 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. **Continue to monitor/support statewide goods movement planning efforts and funding initiatives.** • MTC will continue to participate in the California Freight Advisory Committee (CFAC), which continues to meet quarterly to guide development of the California Freight Mobility Plan (CFMP). • 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 **Release and Disseminate the Goods Movement Efficiency and Competitiveness in Northern California Mega-region Study** • 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

	• The study was completed in June 2019, but MTC staff and partners will work to communicate the study's findings. **Regional Airport and Seaport Planning** • 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.

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	▪ Same as above
Accomplishments	▪ 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	▪ 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

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

- 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 CO_2 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

- 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

- 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

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	• Staff reports Presentation materials Meeting agendas and notes	FHWA PL/FTA5303	07/01/20	Ongoing
2.	Manage a Regional Active Transportation Plan	• 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	• 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	• 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	• Continue to manage, implement and monitor bike/ped counts program.	FHWA PL/FTA5303	07/01/20	06/30/21
6.	Active Transportation Program (ATP)	• Contribute to staff recommendations to improve ATP	FHWA PL/FTA5303	07/01/20	06/30/21

F. Anticipated Future Activities (FY 2021-22)

Anticipated Future Activities	▪ 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	• 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.

	• 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

- 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.

D. Previous Accomplishments

Objectives	▪ Same as above
Accomplishments	• 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	▪ 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	• 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	• 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	• 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	• Legislator Briefings Corporate / Stakeholder Relationships Annual Report	2% & 5%/ Transit Transfer/ Coastal Conservancy	07/01/20	06/30/21
5.	Promote Awareness	• 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	• 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	• 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	• 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	• 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	• 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	• 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	• 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	• 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

- 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

- Same as above

Accomplishments

- 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

- 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	• 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)	• Memorandum with EIR alternatives performance results	None	07/01/20	06/30/21
3.	Produce final Plan Bay Area 2050 Performance Report	• 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	• 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	• 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	• 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	• 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	• 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

- Increase accessibility and mobility of people and for freight.

D. Previous Accomplishments

Objectives

- Same as above

Accomplishments

- Regional Means-Based Transit Fare Pricing Study (2018)
- Pilot Program Approved by MTC Commission (2018)

Work Products

- 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	• Availability on Clipper	STA/LCTOP	Ongoing	Ongoing
2.	Develop and update a web based interface portal for submitting applications.	• 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.	• Program Policies and Procedures	STA/LCTOP	07/01/20	06/30/21
4.	Pilot Program Monitoring	• 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	▪ 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.	• 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	• 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	• 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.	• 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	• 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	• 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	• Summary of key findings; policy framework and implementing actions; Action Plan.	SB1	11/30/20	02/28/21
4.	Education and Communication Materials	• 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

- 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

- MTC prepared the *Final Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the 2019 Transportation Improvement Program*, 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	• 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.	• 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.	• Transportation conformity analysis	TDA	07/01/20	06/30/21
4.	Catalog Regionally Significant (Non-Exempt) Projects	• 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.	• 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.	• 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

D. Previous Accomplishments

Objectives

- 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

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: - Commuter Benefits Ordinance - Carsharing - Rideshare program Electric vehicle infrastructure (with Air District) - Targeted Transportation Alternatives Trip Caps	• Various	CMAQ	07/01/20	06/30/21
2.	Staff will implement the following activities (described in the SB 1 section below): - Off-model initiatives - Parking EV Coordinating Council	• 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	• Consultant reports Off model calculators Technical 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	• Staff/consultant reports Presentation materials Technical reports Model 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	• Develop meeting topics and invite panelists Meeting agendas, presentations, materials Meeting 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	• 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	• List of environmental stakeholders • Meeting agendas and notes	SB1/LOCAL FUNDS	05/01/20	04/30/22
3.	Public Engagement	• Public Engagement Plan • Meeting agendas and notes	SB1/LOCAL FUNDS	05/01/20	04/30/22
4.	Conceptual Design Alternatives	• Base map • Conceptual design alternatives	SB1/LOCAL FUNDS	05/01/20	08/01/21
5.	Environmental Evaluation and Alternatives Assessment	• Environmental evaluation • Alternatives assessment	SB1/LOCAL FUNDS	08/01/21	02/01/22
6.	Implementation Plan	• 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	• Quarterly Project Reports, Invoices, other compliance documentation as needed	FTA 5304	Ongoing	06/30/22

2.	Procurement and Administration for Consultant Work	• Copy of consultant work plan, invoices from consultant	FTA 5304	Ongoing	06/30/22
3.	**Operational Strategies Development** 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. 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.	• Operational Strategies Working Paper	FTA 5304	Ongoing	11/01/20
4.	**Public Engagement – Potential Strategies** BART will conduct outreach to gather feedback on potential strategies, as well as ideas for new strategies from the public.	• Memo summarizing the outreach process and findings	FTA 5304	07/01/20	11/01/20
5.	**Evaluation Criteria** 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.	• Evaluation Criteria Memorandum	FTA 5304	Ongoing	08/01/20
6.	**Train Operator Staffing Forecast Model** 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	• 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.	• 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.	• 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	• 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.	• 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.	• n/a (work product in FY2021-22) Memo summarizing the outreach process and findings	FTA 5304	07/01/21	08/01/21

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.	• 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.	• 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 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)	• 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 *(locations with the potential to add 1,000+ homes)*	• 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	• 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	• 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	• 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	• Updated Growth Framework planning guidelines	STBGP	09/01/20	06/30/21
7.	Monitoring TOAH Fund and BAPP	• Closed loans, additional projects funded	STBGP	07/01/20	06/30/21

8.	Coordinate transportation and land-use planning with CTAs	• 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	• 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 project 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
	Program 1: Resilient Bay Area				
1.	Advanced Adaptation Planning	• 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	• Sea Level Rise integrated into Plan Bay Area 2050	BAAQMD/TDA	07/01/20	06/30/21
3.	Regional Adaptation Framework	• 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
	Program 2: Carbon-Free Bay Area				
4.	West Oakland AB617 Implementation:	• 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			

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	• 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 **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. **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

	and regional transit investments, aligning the agency's transportation and land use planning. **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. **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. **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.**
Description	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.

C. Planning Factors Addressed

Planning Factors Addressed	• 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.

D. Previous Accomplishments

Objectives	Same as above
Accomplishments	• 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.

	• 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	• 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.	• 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	• 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	• 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	• 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	▪ 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	▪ 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		
	▪ Coordinate transportation and land use planning ▪ Encourage regional stakeholder collaboration	
D. 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 two years. 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.	
E. Work Plan (FY 2020-21)		

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date

1.	Develop potential RAMP program structure	• Core team meetings Option development	SB1/TDA	07/01/20	06/30/21
2.	Continue facilitation and program development	• 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	• 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	• RCIS documents Sub Regional Assessments (SRAs) Submission to CDFW	SB1/TDA	07/01/20	06/30/21
5.	Science and data integration	• Consider possible integration into MTC data and analysis	SB1/TDA	07/01/20	06/30/21
F. Anticipated Future Activities (FY 21-22)					
	▪ 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

- 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

- Same as above

Accomplishments

- Completion of Horizon public engagement
- Planning for Plan Bay Area 2050 public engagement
- Establishment of a digital engagement program

Work Products

- Plan Bay Area 2050 document and website
- *E-News* – 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	• 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	• 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	• 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	• 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	• Meeting agenda Presentation materials	FHWA PL/FTA 5303	07/01/20	06/30/21
6.	Assist with Council reports/ motions to the Commission	• 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	• 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	• Presentations, as needed	FHWA PL/FTA 5303	07/01/20	06/30/21

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

- Same as below.

Work Products

- 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
2020Transportation 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
- nd 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.savecaliforniastreets.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	• 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	• MTC Annual Report: Financial Elements	FTA 5303	07/01/20	05/15/21
3.	Refine revenue forecast for Plan Bay Area 2050	• 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	• 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

- 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

- 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	• 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)	• 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)	• Linkage of investment priorities with performance targets	FHWA PL	07/01/20	09/30/20
4.	Finalize TIP transportation investment analyses.	• 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	• 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	• 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	• 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)	• TAP/ATP Cycle Program	FHWA PL	07/01/20	06/30/21
9.	Monitor and facilitate delivery of HSIP program.	• HSIP program delivery	FHWA PL	07/01/20	06/30/21

10.	Monitor and facilitate delivery of Repurposed Earmarks	• 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)	• 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)	• Annual Obligation Plan	FHWA PL	07/01/20	09/30/20
13.	Prepare annual listing of federally obligated projects 23 CFR §450.334	• 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	• 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.	• Various TIP procedural enhancements and	FHWA PL	07/01/20	06/30/21
16.	Implement regional funding-delivery policy guidance for FHWA-administered funds	• MTC Resolution 3606 Revised	FHWA PL	07/01/20	06/30/21
17.	Engage in discussions for federal legislation implementation and reauthorization	• 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	• 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	• 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	• 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	• 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	• 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

1.	Continue monitoring of Transit Performance Initiative programs (Investment and Incentive Program) to support a robust transit system in the Bay Area region.	• 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.	• 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.	• 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.	• 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.	• 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)	• 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	• 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 travels 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	• Working papers/briefs Summary report	SB1	07/01/20	06/30/21
2.	Develop work plan and scope for completing regional transit vision	• Meeting summaries with regional stakeholders Work scope	SB1	07/01/20	06/30/21
3.	Present findings to determine next steps	• 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

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	• Gaps and solutions; service updates	07/01/20	06/30/21
2.	Community Based Transportation Plans (local jurisdictions)	• 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	• 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)	• Plan/policy guidelines for next LTP Cycle	07/01/20	06/30/21
5.	Submit reports and documents to FTA as required	• 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.	• 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	• 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)	• 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	• 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	• 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	• 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	• Survey design, implementation and analysis at each site	TDA	07/01/20	06/30/21
5.	Project Administration	• 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.

Bay Area Vanpool Program 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.

Bay Area Commuter Benefits Program 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	Delivery Dates
Support Arterial Operations Committee	Bi-Annually
Status reports on various arterial operations programs	Bi-Annually
Complete projects under the PASS	Annually
Complete projects under the IDEA program	Within 24 to 36 months of project initiation, depending on project Complexity
Organize Technology Transfer Seminars	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	Delivery Dates
• Corridor studies/design alternative assessments	• Ongoing
• Adaptive ramp metering upgrade	• Ongoing
• Ramp metering implementation plans	• Ongoing
• Corridor transit signal priority implementation	• Ongoing
• Annual congested segments analysis	• Ongoing
• Other related technical studies/operational analyses	• Ongoing
• Operational/capital improvements	• Ongoing
• Performance monitoring and data collection/analysis	• 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	Estimated Completion Date
Operations/Planning Analyses	Ongoing
Project Development	Ongoing
Regional Carpool Incentive Program	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	Estimated Completion Date
Reports on program activities and direction	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

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- **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	Estimated Completion Date
Administer Triennial Performance audit program contract	Ongoing
Prepare annual claim forms and instructions	Spring 2021
Triennial Performance Audit final reports	Summer 2020
Productivity Improvement Program	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 polices of the CTC and ensure regional compliance and implementation of approved polices, 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.pdf2020 RTIP Programming: https://mtc.legistar.com/View.ashx?M=F&ID=7959510&GUID=84C481AA-A35F-41F0-884C-40CC0FE1DB3ASTIP 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=921EAFAF-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

E. Work Plan (FY 2020-21)

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

1.	Develop and implement programs authorized in Senate Bill 1 (SB 1)	• Programming and Implementation of SCC, TCEP, LPP, TIRCP, etc.	SB1	07/01/20	06/30/21

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	▪ Same as above
Accomplishments	▪ 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	▪ New Freedom Cycle 5 Guidelines and Program of Projects (MTC Resolution Nos. 4116 and 4135)

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	• 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	• Monitoring reports prepared as required		07/01/20	06/30/21

E. Anticipated Future Activities (FY 2021-22)

Anticipated Future Activities

- 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	Estimated Completion Date
Website maintenance	Daily
Other graphics products	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	Estimated Completion Dates
Records management program	On-going
Application development projects	On-going
Business analysis and process automation	On-going
End user support (help desk)	On-going
Software/hardware acquisition	On-going
IT Infrastructure maintenance	On-going
Enterprise security program	On-going
MTC Web site infrastructure management	On-going
Regional mapping & wayfinding	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	Estimated Completion Date
Legislative History	Monthly
Fact Sheets, Issue Papers	As required
Updates on Bay Area transportation and related issues	As required
Legislative and regulatory evaluations	As required
Legislative Action Alerts	As required
Annual Report to Congressional Delegation	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	Estimated Completion Date
Legislative Action Alerts	As required
Annual Report to Sacramento Delegation	Winter 2020
Annual Report to Congressional Delegation	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	Estimated Completion Date
Reports on call box system usage and operation	Monthly
Status reports on call box maintenance and operations	Monthly
Present budgets, expenditures, reports to SAFE Board	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	Estimated Completion Date
Annual Capital Budget	On-going
Toll Bridge Rehabilitation Projects	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	Estimated Completion Date
Bay Area Toll Bridge Program FY 2020-21 Budget	July 2020
Regular maintenance of ATCAS toll system	Ongoing
Violation processing at the RCSC	Ongoing
Toll Tag Distribution	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	Estimated Completion Date
Financial planning and policy documents	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	Estimated Completion Date
Bay Area Toll Account investment reports	Monthly
Annual Toll Bridge Report to the Legislature	Annually
Audit of toll revenues and expenditures	Monthly
Financial Reports	Monthly
BATA Audit	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)

Work Products

- Procurements and resulting contracts
- PA/ED Documents

- 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: • Organizational/Staffing Analysis • Financial Analysis • Schedule Analysis • Risk Analysis • Change Management • Partner agency coordination • Toll policy coordination, etc.	• 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.	• Website updates Research Outreach plans Materials Media buys	07/01/20	06/30/21
3.	Manage civil and backhaul communications construction for Ala-880.	• Civil improvements Fiber optic cable network	07/01/20	09/30/20
4.	Manage toll system installation and testing on Ala-880.	• Toll system improvements Testing results	07/01/20	09/30/20
5.	Coordinate with BATA on toll system testing and future technology.	• Technical memos and various other materials	07/01/20	06/30/21
6.	Manage civil construction for CC-680 Northern Segment.	• Civil improvements	07/01/20	06/30/21
7.	Manage toll system installation and testing on CC-680 Northern Segment.	• Toll system improvements Testing results	07/01/20	06/30/21
8.	Procure and award civil construction contract for Sol-80 (if funding materializes).	• 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).	• 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.	• 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.	• Staff reports Presentation materials Meeting agendas and notes	07/01/20	06/30/21

*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

- 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.

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.	• Standard Operating Procedures Maintenance logs	07/01/20	06/30/21
2.	Operate and maintain the I-680 Contra Costa Express Lanes.	• Standard Operating Procedures Maintenance logs	07/01/20	06/30/21
3.	Track and report on express lanes performance.	• 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.).	• 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.	• Staff reports Presentation materials Meeting agendas and notes	07/01/20	07/01/21
6.	Update the Concept of Operations (if needed).	• ConOps document	07/01/20	07/01/21
7.	Prepare operations-related items for BAIFA policy board review and approval.	• 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	• 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

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**

FY 2020-21 DRAFT - Total Overall Work Program Revenue

	TOTAL BUDGET	(1) FHWA PL FY 20-21	(2) FTA 5303 FY 20-21	SB 1 Formula Funds FY 20-21	(3) FHWA PL FY 19-20 C/O	(4) FTA 5303 FY 19-20 C/O	SHA SB1 FY 18-19 C/O	SB1 Formula Funds FY 19-20 C/O
	REVENUE	Fund Sc# 1109	Fund Sc# 1602	Fund Sc# XXXX	Fund Sc# 1109	Fund Sc# 1602	Fund Sc# 2213	Fund Sc# 2215
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

FY 2020-21 DRAFT - Total Overall Work Program Revenue **Page 2 of 5**

	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**

FY 2020-21 DRAFT - Total Overall Work Program Revenue **Page 3 of 5**

	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							
1212 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**

FY 2020-21 DRAFT - Total Overall Work Program Revenue **Page 4 of 5**

	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**

FY 2020-21 DRAFT - Total Overall Work Program Revenue

	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.

<u>San Francisco Bay Area Conservation and Development Commission (BCDC)</u>
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.

<u>Metropolitan Transportation Commission</u>
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**

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**

CMAs, MTC & BCDC	**Total:**	$48,571,000	$15,251,000	$1,500,000	**$65,322,000**

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 they 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 Drave 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.