

FY 2016-17

OVERALL WORK PROGRAM

FOR PLANNING ACTIVITIES IN THE SAN FRANCISCO BAY AREA



METROPOLITAN
TRANSPORTATION
COMMISSION



Association of
Bay Area Governments

FINAL
APRIL 2016

FY 2016-17
OVERALL WORK PROGRAM
FOR THE
SAN FRANCISCO BAY AREA

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List of Transportation Planning Acronyms

AA/DEIS	Alternatives Analysis/Draft Environmental Impact Statement AA has been replaced by MIS
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
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	Penninsula 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
CEQA	California Environmental Quality Act
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
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
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.
MCAC	Minority Citizens Advisory Committee, MTC
MIS	Major Investment Studies
MOU	Memorandum of understanding
MPO	Metropolitan planning organization
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
Muni	San Francisco Municipal Railway

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
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.
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
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
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
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
TravInfo®	Bay Area Advanced Traveler Information System
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

**FINAL
FY 2016-17**

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, ABAG, Caltrans and MTC describe specific activities to be undertaken during the year to accomplish the objectives; and

Section III – BUDGET: This section summarizes the regional planning funds available to ABAG and MTC during FY 2016-17.

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 in July 2013 and the 2015 TIP in September 2014. 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 goals embodied in MTC's RTP.

II. Bay Area Implementation of FY2016-17 Planning Emphasis Areas

Overall Approach: 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 2013, MTC and ABAG adopted a combined regional land use plan and transportation investment strategy, known as Plan Bay Area, pursuant to the Sustainable Communities and Climate Protection Act of 2008 (SB 375 – Steinberg, or known simply as SB 375). The update of the Plan, known as Plan Bay Area 2040, is currently underway, with adoption expected in July 2017. 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.

FHWA in consultation with FTA have jointly issued the planning emphasis areas (PEA's) for FY 2016-17:

- Core Planning Functions
- Performance Management
- State of Good Repair

The discussion below highlights the areas in MTC's work program that relate to the PEAs for FY16-17.

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, with the ultimate goal of reducing 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 are described in the OWP.

- Overall Work Program
- Public Participation, Education and Engagement
- Regional Transportation Plan/Sustainable Communities Strategy
- Federal Transportation Improvement Program
- Congestion Management Process
- Annual Listing of Projects
- Asset Management Planning/Financial Forecasting
- Equity Framework

Performance Management

MTC continues to expand its work in the fields of performance measurement and performance management. 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 in FY16-17, MTC plans on incorporating those into the Vital Signs system to better support performance-driven planning in the Bay Area and beyond.

As a reminder, Plan Bay Area, the region's Regional Transportation Plan/Sustainable Communities Strategy was adopted in July 2013. With regards to the update to Plan Bay Area slated for adoption in July 2017, MTC is continuing to emphasize performance-based planning as the foundation of the planning effort. Quantifiable long-range targets were adopted by the Commission in 2015 which will be used not only to compare scenarios but also to evaluate transportation projects seeking 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. As discussed below, state of good repair remains a critical issue that is increasingly being linked to the performance-based framework already established for expansion and efficiency projects. In FY16-17, MTC will release integrated transportation and land use scenarios and select a preferred scenario through a process informed by performance information. In addition, projects under consideration for the preferred scenario will go through the performance process discussed above. MTC is working with federal, state, and local officials on the performance element of Plan Bay Area 2040 to continually improve the existing framework.

Finally, MTC stands ready to implement federal performance monitoring and target-setting requirements in FY16-17. 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 priority in FY16-17 will be the target-setting process itself – as we strive to set ambitious but achievable targets for core issue areas like safety, infrastructure condition, etc. Once regulations are finalized by FHWA and FTA, MTC will begin the conversation with policymakers and local stakeholders about implementation; in the meantime, staff continues to coordinate on a technical level with Caltrans and other California MPOs to prepare for these new 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 develop 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. 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 the Local Streets & Roads Working Group to develop 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 transit operators in developing transit asset management plans and will work to coordinate transit asset management efforts in the region.

Plan Bay Area – State of Good Repair

Plan Bay Area 2040, the updated RTP/SCS slated for adoption in July 2017 encompasses a comprehensive Operation and Maintenance Needs Assessment that is used to inform investment levels for State of Good Repair across various modes. The current Plan Bay Area adopted in July 2013, has a comprehensive Project Performance Assessment framework that has garnered nation attention for incorporating cost/benefit and the other Plan performance objectives as a way of prioritizing individual major projects relative to the Plan's adopted performance goals. In FY16-17, staff will work with partner agencies to develop a State of Good Repair performance framework that builds upon this work for potential inclusion in a future update of RTP/SCS.

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 Joint Policy Committee.

Planning Area

The Bay 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 7.5 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.), the 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 Business, Transportation and Housing Agency, the U.S. Department of Transportation, and the U.S. Housing and Urban Development Department.

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. A select committee on Transit Sustainability has been established to oversee the project on this subject.

MTC Committee	Responsibilities
Administration Committee	<ul style="list-style-type: none"> • Oversight of Agency Operations • Financial Reports/Audits • Agency Budget • Contracts • Commission Procedures
Executive Committee	<ul style="list-style-type: none"> • Acts on matters of urgency brought before it by the Chair between Commission meetings • Acts on other matters assigned by Commission Chair
Legislation Committee	<ul style="list-style-type: none"> • Develop specific legislative proposals • Develop MTC policy positions on major legislative and regulatory proposals initiated-by others • Represent the Commission in the legislative process • Develop procedures for public information, press relations and citizen participation

MTC Committee	Responsibilities
	<ul style="list-style-type: none"> • Review, adopt and oversee public information, press relations and citizen participation programs
Planning Committee	<ul style="list-style-type: none"> • Agency Work Program • Monitor, direct and update work program and program budget – including the scope of consultant contract • Review planning and policy issues, review recommendations on evaluations of these issues from advisory and special committees, and examine planning issues against the RTP/SCS • Sustainable Communities Strategy/Regional Transportation Plan • Coordinate the RTP/SCS with other regional plans, including Bay Area Air Quality Plan, Bay Area Seaport Plan; Regional Airport Plan and BCDC’s Bay Plan
Operations Committee	<ul style="list-style-type: none"> • Oversight of Transportation System Management & Operational Activities • Customer Service Programs • Agency Contracts Re: System Management & Operations
Programming and Allocations Committee	<ul style="list-style-type: none"> • Fund Estimate • Fund Allocations • Fund Programming • State Transportation Improvement Program (STIP) • Federal Transportation Improvement Program (TIP)

Bay Area Headquarters Authority

The Bay Area Headquarters Authority or “BAHA” is a joint exercise of powers authority between the Authority and MTC. BAHA was created to plan, acquire, and develop office space and facilities and undertake related activities by exercising the common powers of the Authority and MTC and the powers separately conferred by law. The Authority authorized the acquisition and development of an office facility at 375 Beale Street in San Francisco, California (the “Administration Building”). The building will have 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. BAHA has entered into a Lease Purchase Agreement with the Air District under which the Air District will lease an area equivalent to one floor and will have the option to purchase such space and a Memorandum of Understanding with the Association of Bay Area Governments (ABAG) reflecting an agreement for ABAG to purchase approximately 70,000 square feet in the building.

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. In December 2006, BAIFA issued its \$972,320,000 State Payment Acceleration Notes (“SPANs”), the net proceeds of which are being used to finance a portion of the Seismic Retrofit Program described in this Information Statement. The BAIFA SPANs have no claim on and are not payable from toll revenues collected by the Authority. As of November 1, 2013, BAIFA extinguished its remaining debt. The first BAIFA express lanes will open around first quarter 2017.

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.

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, CMAA, County transportation agencies: all CMAAs, 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 Secretary of the State of California's Business, Transportation and Housing Agency is a non-voting member.



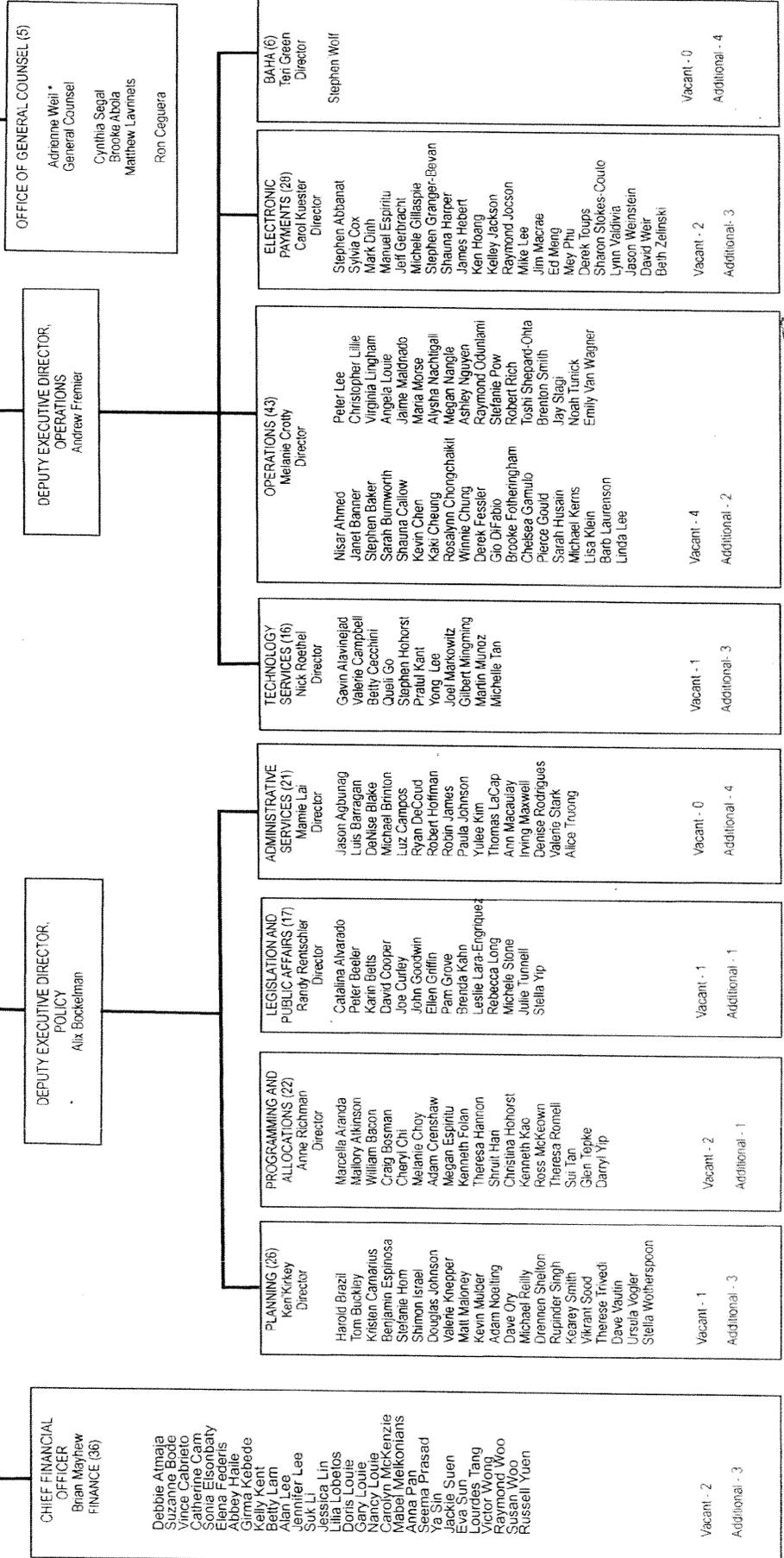
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Chair

EXECUTIVE OFFICE (9)
Steve Heminger
Executive Director
Rosy Leiva
Commission Secretary
Maria Leon
Additional - 1
Kimberly Ward, Martha Silver
Clerks to the Committee

January 2016



204 Existing Positions
25 Additional Positions
229 Total Requested Positions
* Advises Commission Directly

Steve Heminger
Executive Director

UNIFIED WORK PROGRAM

ABAG/MTC

FY 2016-17

FISCAL YEAR 2016-2017

In October 2015, the Metropolitan Transportation Commission (MTC) adopted and the ABAG Administrative Committee supported a resolution (MTC Resolution 4210) to create an integrated regional planning department as the best near-term approach to carry out the land use and transportation planning responsibilities set forth in SB 375. This would result in a functional consolidation of planners working on SB 375 within MTC. The respective SB 375 statutory responsibilities of ABAG and MTC would remain the same. The actions by MTC and ABAG were accompanied by an agreement to conduct a Merger Study and in the event ABAG and MTC approve a Merger Implementation Plan prior to July 1, 2016, the functional consolidation of planning departments shall be pre-empted. In January, 2016, ABAG and MTC hired Management Partners to study the policy, management, financial, and legal issues associated with further integration, up to and including institutional merger between the agencies, and how an integration model might be implemented.

Given the actions and the ongoing consultant effort described above, this section will need to be amended at the conclusion of the Merger Study to take into account the findings and any subsequent Board actions. Likely activities to be performed – either by MTC or ABAG staff – are included for information purposes only.

WORK ELEMENT

Work Element 1.1 (101001): Planning Services and Research Program

1. Planning Services

The planning objectives for fiscal year 2016-2017 are to:

- Finalize the preferred scenario for Plan Bay Area 2040 in coordination with local jurisdictions and partner agencies
- Identify and implement affordable housing production and economic development strategies that support the land use pattern in Plan Bay Area
- Develop and pursue a legislative agenda to identify and obtain funding to advance growth in PDAs
- Implement land-use supportive policies
- Implement One Bay Area Grant (OBAG) Round 2 program
- Implement the OBAG Priority Conservation Areas Round 2 program
- Manage PCA and PDA Planning grants
- Implement Transit Oriented Affordable Housing Fund and possible companion programs to address acquisition rehabilitation
- Provide technical assistance to PDAs
- Identify model infrastructure projects in PDAs
- Coordinate the implementation of selected sub-regional strategies in the PDAs in the Inner Bay Corridors (Grand Boulevard Initiative, San Pablo Corridor, and Oakland to San Jose Corridor) relative to infrastructure needs, employment centers, and transit access.
- Develop policy related to planned capacity for employment growth in relation to housing and transportation

Planning Factors Addressed

- Support the economic vitality of the Bay Area, especially by enabling global competitiveness, productivity, and efficiency
- Support the economic and environmental sustainability and equitable development of the region
- 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

Previous Accomplishments

Previous accomplishments include:

- Plan Bay Area Adoption in July 2013
- Assessment of PDAs along the Inner Bay Area Corridors
- Approved Regional Economic and demographic forecast for Plan Bay Area 2040
- The PDA Growth and Investment Strategies Reports were completed by the Congestion Management Agencies supported by ABAG and MTC staff. New PCA criteria was developed
- PDA criteria were reviewed and reaffirmed for the next round of OBAG funding.
- Scope of work and schedule for Plan Bay Area 2040 were developed.

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1	Develop, manage, and monitor progress on the overall work plan and schedule for PDA implementation. [Ref: 2.2]	<ul style="list-style-type: none"> ▪ Technical memos and reports ▪ Attendance at local TAC, CMA, and working group meetings ▪ Administer planning grants ▪ New PDAs; PDA website update ▪ Inner Bay corridor work groups ▪ Corridor economic strategies 	7/01/16	6/30/17
2	Research, engagement, advocacy, and information sharing to increase affordable housing funding, remove housing production barriers, and promote affordable housing preservation. [Ref: 2.3]	<ul style="list-style-type: none"> ▪ Technical memos and reports ▪ Attendance at local TAC, CMA, and working group meetings ▪ Implementation of funding gap strategies ▪ Housing Policy Database ▪ Outreach materials to support affordable housing ▪ Housing Element implementation support 	7/01/16	6/30/17

Task No.	Task Description	Work Products	Start Date	End Date
3	Implement PCA program in coordination with other agencies [Ref: 2.4]	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentations ▪ Revised PCA framework 	7/01/16	6/30/17
4	Work with MTC to support RAPC	<ul style="list-style-type: none"> ▪ Attend/host meetings, participate in TAC 	7/01/16	6/30/17
5	Continue working with SFEP, BCDC, the Bay Area Regional Collaborative and other stakeholders on the Resilience Shorelines	<ul style="list-style-type: none"> ▪ Attend meetings, assist with report development, present findings 	7/01/16	6/30/17
6	Publish Intergovernmental Review Newsletter (aka CEQA Clearinghouse)	<ul style="list-style-type: none"> ▪ Post projects which have complied with intergovernmental review procedures 	7/01/16	6/30/17
7	Provide external communication support for planning activities	<ul style="list-style-type: none"> ▪ Outreach materials for local governments and external stakeholders ▪ Attend/host meetings with stakeholders ▪ Respond to information requests from press and public 	7/01/16	6/30/17

Anticipated Future Activities

- Support equitable development and infrastructure investments in PDAs
- Identify alternative strategies for the preservation and production of affordable housing
- Support collaboration and sustainable development along the Inner Bay Area Corridors
- Strengthen the Resilient Shorelines program. The regional resilience strategy will increase the preparedness and resilience of Bay Area communities to sea level rise and other climate change impacts while protecting ecosystem and community services. For 2017, the focus will be on conducting sub-regional Shoreline Resilience Planning. The guiding principles are: work with local governments; work with diverse stakeholders; address built and natural environments; and promote sustainability.

2. Regional Research, Modeling and Analysis

Project Description

- Maintain and expand databases to support economic and demographic analysis, assessment of land use decisions, and economic development.

- Design a system to track new housing and commercial development and land allocation for housing and major new employment centers.
- Undertake studies focusing on economic growth, including drivers and constraints, the locational choice of jobs and housing, implications of changing demographics for housing demand and labor force growth, and other demographic issues.
- Provide forecasting, customized data, analysis and recommendations to regional agencies, local governments, congestion management agencies and the private sector
- Work with member governments and adjoining regions to improve databases and model assumptions.
- Provide data, forecasting and analysis for the development of policies related to the PDA Growth and Implementation Strategy and the Projections
- Prepare material for Vital Signs performance indicators on land use and the economy

Planning Factors Addressed

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

Previous Accomplishments

- Publish regional forecast of population, employment and housing growth
- Revision of the UrbanSim Land Use Model
- Improved economic, demographic and housing modeling and analysis for Plan Bay Area Projections 2015
- Affordable Housing Gap Analysis
- Housing the Workforce, Economic Development, and Conservation and Open Space policy background papers
- Fair Housing and Equity Assessment

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1	Work with consultant to refine regional Demographic Model, Economic Model and Housing Model	<ul style="list-style-type: none"> ▪ Technical memos and reports ▪ Data products 	7/01/16	6/30/17

Task No.	Task Description	Work Products	Start Date	End Date
2	Prepare and publish regional forecast of jobs, population and housing	<ul style="list-style-type: none"> ▪ Technical memos and reports ▪ Data products 	7/01/16	6/30/17
3	Conduct economic analysis that supports PDA growth and implementation strategy	<ul style="list-style-type: none"> ▪ Technical memos and reports ▪ Data Products 	7/01/16	6/30/17
4	Establish common approaches, processes and protocols related to data gathering, forecast approach and land use and transportation model (e.g. Land use and economic analysis for MTC Vital Signs, research memos related to regional and UrbanSim modeling)	<ul style="list-style-type: none"> ▪ Regular meetings ▪ Coordination tools ▪ Technical memos and reports ▪ Data Products 	7/01/16	6/30/17

Anticipated Future Activities

Regional Economic Model, Model Implementation, Economic Analysis and Demographic Forecast, Participation in UrbanSim Design

- Continue to strengthen the regional economic and demographic modeling systems. Analyze information on migration and demographic information as well as the restructuring of the regional economy in the Bay Area. Continue to integrate local policy into the intraregional forecasting (UrbanSim) to allow us to better understand development trends areas across neighborhoods and to assess the feasibility of PDA plans.

Efforts will continue to improve information on the existing housing development, costs of construction, and commercial and residential rents in the region. Staff will work with local agency staff to develop a tracking system for identifying development prospects, plans and new residential and large nonresidential projects.

UNIFIED WORK PROGRAM

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

FY 2016-17

Caltrans Work Elements

Goals and Objectives

The California Department of Transportation (Caltrans/Department) Work Elements support the Department's Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. They advance the overarching goals and objectives noted in the Caltrans Strategic Management Plan (2015-2020), mainly under goals 1) Safety and Health, 2) Stewardship and Efficiency, and 3) Sustainability Livability and Economy, which targets 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--the California Transportation Plan 2040 (CTP), Freight Mobility Plan, Smart Mobility Framework, Complete Streets and Interregional Transportation Strategic Plan, to name a few of the Department's planning initiatives. In addition, Caltrans Work Elements aim to fulfill its responsibility to steward federal transportation planning funds and ensures that the current Federal Planning Factors and Planning Emphasis Areas are considered and addressed in the San Francisco Bay Area's Overall Work Program. They stress the inclusion of the Tribal Governments and the under-represented groups of 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), which closely linked transportation planning and land use planning in response to the passage of Senate Bill 375 in September of 2008. As an outcome of this 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. With the passage of Assembly Bill 32 and Senate Bill 375, the reduction of greenhouse gases (GHG) has become one of the key priorities in transportation planning. Another key piece of legislation for state planning is Senate Bill 391 (SB 391).

SB 391 requires the CTP to address the intent of the legislation by identifying the integrated Mul-timodal transportation system needed to achieve maximum feasible reductions in GHG emission. In response, Caltrans prepared the California Interregional Blueprint Interim Report, December 2012 articulating the State's vision for an integrated multimodal transportation system that complements regional transportation plans and land use visions. This strategic framework provides the basis for the State's CTP.

Work Element 6.1 – California Transportation Plan 2040 (CTP 2040)

Objectives

- To assist Caltrans headquarters Division of Transportation Planning (Sacramento), in meeting the goals and intent of Senate Bill (SB) 391 (Liu):
- Identify the statewide integrated multimodal transportation system.
- Develop a California Transportation Plan that identifies the integrated multimodal system needed to achieve maximum feasible greenhouse gas emission reductions.
- To disseminate the latest information on any update of the state plan to the Department’s internal functional units and with external partners, including tribal governments.

Description

The California Department of Transportation (Caltrans) is enhancing the State’s transportation planning process to respond to future challenges. 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 is preparing the California Transportation Plan, a state-level transportation blueprint to articulate the State’s vision for an integrated, multimodal interregional transportation system that complements regional transportation plans and land use visions. The CTP will integrate the State’s long-range modal plans and Caltrans-sponsored programs with the latest technology and tools to enhance our ability to plan for and manage the transportation system.

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.
 - Participate in Monthly Teleconference updates.
 - Share the CTP updates with the Metropolitan Transportation Commission as well as other stakeholders including the Tribal Governments.
 - Assist HQ in coordinating HQ/District-MPO Visit(s).
 - Assist HQ in coordinating any public workshops held in the District.

Products

CTP

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Completion Date

Ongoing 2016/17 to 2020/21

Estimated Person-Months and Cost

N/A

Work Element 6.2 – State Transportation Project Inventory (STPI)

Objectives

Using GIS software, the STPI tool displays the transportation system including programmed and planned projects. It shows where transportation investment is currently underway (programmed) and where it will be (planned) over the next 25 years. Included in the dataset are highway, rail, airport, bicycle, pedestrian, and transit improvement projects at both the State and regional levels.

STPI's sketch-level datasets assist transportation planners and professionals to visualize project locations relative to other geographic features. The datasets are useful in identifying and assessing gaps, overlaps, and inconsistencies in planned transportation projects, in addition to providing preliminary environmental impact analyses. The tool can help analysts and decision-makers provide strategies for meeting future transportation needs and identify improvement priorities. It also provides opportunities to improve timing and coordination of projects.

Description

In 1998 during the update of the California Transportation Plan, a team comprised of Department staff and regional agency partners identified the need to integrate existing long-range plans of both the State and regional transportation planning agencies by creating a map, using GIS software, of the current and planned transportation system. In January of 2001, the first version of the GIS Tool, called the California Transportation Investment System (CTIS) was released.

Over time, the tool was updated and modified, but eventually became difficult to maintain given changes in GIS technology and end user needs. It was determined that a newer version of CITS was needed to take advantage of current GIS and technology and provide Planners with a tool to help inform decision making and development of the next iteration of the California Transportation Plan. This tool, called the State Transportation Project Inventory (STPI), is being designed as a geospatial database containing all statewide transportation projects (listed in all regional and state planning and programming documents, covering all travel modes, in all jurisdictions) as a consolidated list, in a standardized format, to provide a high quality geo-referenced data repository needed for analysis and mapping. Consultant will work with agencies to collect the data and geo reference each project, and construct a comprehensive GIS data repository compatible with ESRI platform.

The key deliverable will be a geo-referenced data file, and will include both feature classes and data tables (including spatial and attribute). The data repository will ultimately be stored on the Caltrans network in a single file.

Previous and Ongoing Related Work

- A consultant team has been brought in to populate the STPI database with planned and programmed project information.
- Programmed project data (STIP/SHOPP) is available internally.

Tasks

- Provide input to HQ with regard to development of STPI data listing, including appropriate data fields.
- Coordinate with HQ/consultant team charged with populating STPI database.
- Review and verify data for District in the STPI tool.
- Evaluate tool and provide feedback for tool improvement.

Products

- Geo-referenced listing of all programmed and planned projects.

Estimated Completion Date

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.3 – Planning Liaison

Objectives

To strengthen the connections between the Department’s long-range planning efforts, the Metropolitan Transportation Commission’s (MTC) regional planning and project selection process, and the District’s advance planning Corridor Studies /Project Study Reports and programming functions.

To support a comprehensive project identification, selection and programming process.

Description

Provide a liaison role between Caltrans Planning, Programming, Operations and Design as well as coordination of local, State and federal programming [i.e. TIP/STIP - Interregional Transportation Improvement Program (ITIP) & State Highway Operations and Protection Program (SHOPP)], and planning documents [California Transportation Plan, Interregional Transportation Strategic Plan (ITSP) , Regional Transportation Plan/Sustainable Communities Strategy, and Countywide Transportation Plans].

Previous and Ongoing Related Work

Monitor & Coordinate with Statewide Planning & Programming Initiatives (California Transportation Plan (CTP); CTC STIP Guidelines and exercises.

Monitor & Coordinate with the Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS) and Countywide Transportation Plan Development (CTPD).

Monitor 10-Year SHOPP Plan development and biennial STIP & SHOPP Cycles.

Current Tasks

Coordination with headquarters on the California Transportation Plan (CTP) Update.

Coordination with MTC on RTP/SCS (Plan Bay Area) implementation, and activities related to the 2017 RTP/SCS (Open Houses, Call for Projects, Performance Measures, Project Evaluation).

Coordination between Office of System & Regional Planning and Headquarters Division of Transportation Planning (DOTP) on new initiatives and draft legislation emanating from the federal, State, and regional levels. [State Road User Charge Pilot, SBX1-1, RM3, etc.]

Monitor the new Federal Reauthorization - Fixing America’s Surface Transportation (FAST) Act Implementation, and any new Federal Initiatives (ARRA, TIGER, etc.).

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.4 – 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 and 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 evaluate 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.

Tasks

- Update and lead the analysis and preparation of TCRs for each of the District's 56 routes.
- 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, Corridor System Management Plans (CSMP), 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 Reports, 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.

Products

- N/A

Estimated Completion Date

N/A

Estimated Cost by Funding Source

- Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.5 – Partnership Participation/Planning Grants

Objectives

- Participate in transportation planning studies in partnership with local and regional agencies.
- Ensure implementation of planning studies awarded to District 4 agencies and provide contract management services.
- Serve as a liaison between internal Caltrans partners and external partners including Tribal Governments to ensure coordination of planning efforts between the various planning entities and levels involved.

Description

District 4 Transportation Planning staff participates in coordinated, external planning studies in a partnership environment. This includes full participation by staff in corridor studies that seek to develop preferred transportation strategies to address local, regional and interregional transportation system problems. Staff members work with Congestion Management Agencies (CMA) and local and regional transportation planning agencies in evaluating identified transportation system improvements as to their costs, environmental and social impacts and overall consistency with federal, State and regional planning goals and objectives. Staff members represent the interests of the Department in meetings and transportation planning studies, as well as provide technical expertise and information.

District planning staff may also assist local and regional transportation planning agencies in developing and preparing transportation planning studies, as well as provide technical expertise and information on State planning grant applications.

Previous and Ongoing Related Work

- Develop partnerships with the Metropolitan Transportation Commission, CMAs, local and regional transportation planning agencies by participating in partnership studies.
- Attend and participate in CMA local and regional transportation planning agencies meetings and Technical Advisory Committees (TAC).

Tasks

Provide expertise to CMAs, local and regional transportation planning agencies on a range of transportation issues in a multi-jurisdictional environment.

- Participate, assist and consult with other Department functional units on transportation projects and studies. Assist in conflict resolution among partner agencies.
- Represent Caltrans before CMAs, local and regional transportation planning agencies to discuss projects, plans and studies.
- As an active partner, attend and participate in CMAs, local and regional transportation planning agencies Policy and Technical Advisory Committee meetings as necessary.
- Coordinate with MTC, CMAs, and other Local and Regional Transportation Planning Agencies to solicit planning grant proposals.
- Participate in Caltrans planning grants' call-for-projects.
- Assist local and regional agencies in the preparation of Caltrans planning grant proposals.
- Manage Partnership Planning grants awarded to District 4 agencies by serving as contract managers responsible for development and coordination of various contractual and budgetary agreements necessary to complete grant study awards on time and within budget.

Products

N/A

Estimated Completion Date

N/A

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Partnership Planning Grants

Please see Appendix C for the active planning projects funded by previous Partnership Planning Grant Program.

Caltrans Sustainable Transportation Planning Grants

Caltrans grants program has been revamped and is now called Caltrans Sustainable Transportation Planning. This grants program starts in FY 2015-16. There are two categories under this grant program: Category 1, Strategic Partnerships and Category 2, Sustainable Communities. Applications were received and selected and are listed in Appendix G.

Category 1, Strategic Partnerships and Category 2, Sustainable Communities. Applications were received and selected and are listed in Appendix G.

Work Element 6.6 – Overall Work Program Management

Objectives

To fulfill the State's responsibility in carrying out the review, monitoring, and approval responsibility 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 all drafts OWPs to ensure that they meet the needs of statewide programs 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.

Products	Estimated Completion Date
Caltrans Work Elements for the OWP annual update	February 2016
Progress reports on Caltrans OWP activities	Quarterly
Reimbursement of CPG 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 6.7 – 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 by tripling bicycle, and doubling pedestrian and transit by year 2020. To implement SB 743 requirements to reduce vehicle miles traveled to reduce greenhouse gas emissions. The LD/IGR programs 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

Local Development-Intergovernmental Review is a mandated ongoing collaboration between public and private stakeholders focused primarily on reducing vehicle trips associated with local development. Accordingly, LD/IGR ensures that the local land use planning process results in a variety of transportation choices, especially transit, intercity rail passenger service, walking and bicycling. Local Development /Inter-governmental Review professionals 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. Local Development /Inter-governmental Review professionals consult with local jurisdictions early and often to provide timely and technically accurate information and share analytical methodologies with stakeholders including local government decision-makers.

Previous and Ongoing Related Work

Local Development /Inter-governmental Review professionals coordinate 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. Local Development /Inter-governmental Review professionals advocate for mitigation in the form of traffic impact fees, Transportation Demand Management programs, enhancing options for using transit, and for bicycling and walking. Local Development/Inter-governmental Review professionals 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

- Local Development /Inter-governmental Review professionals engage with stakeholders including Caltrans functional units, discipline experts, project proponents, LAs and Congestion Management Agencies (CMAs), through strategic partnerships to implement the SB 743 focus on Vehicle Miles Travelled, 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, Local Development /Inter-governmental Review professionals 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,

- Ped, ADA, transit and Transportation Demand Management improvements through CEQA review of environmental documents; this supports Caltrans Strategic Management Plan targets of increasing active transportation (*Sustainability, Livability & Economy*),
- Pro-actively 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 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
- Pro-actively works with tribal governments to mitigate traffic impacts from proposed tribal projects (*System Performance*).

Products

- Written comments to LAs on

Estimated Completion Date

Ongoing

their proposed projects and environmental documents.

- Documents on Tribal government-to-government

Ongoing

Relations

Estimated cost by funding source

TBD

Estimated Person-Months and Cost

N/A

Work Element 6.8 – 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 Study Reports. PIDs study the proposed projects including the following tasks:

- * Identify the deficiencies of existing facilities.
- * Define project purpose and needs.
- * Determine project scopes to address the purpose and needs.
- * Develop and evaluate different alternatives including preliminary traffic operation 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.

PIDs 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 and are candidates for the State Transportation Improvement Program (STIP), voter-approved tax measure transportation improvement funding, and other funding sources/programs.
- Implement updated guidelines to streamline PID process of local funded projects on State facilities and to streamline the 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 the SHOPP.
 - Prepare PIDs for projects that are 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 throughout project initiation and preprogramming phases.

Coordinate with Bay Area Toll Authority (BATA) on prioritized toll bridge maintenance projects.

Products

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

Estimated Completion

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.9 – Native American Liaison

Objectives

- Establish clear lines of communication with the six federally recognized tribes.
- Be cognizant of the issues relating to Tribal Governments, non-federally recognized Tribes, and Native American organizations, groups, and individuals.
- Establish clear roles and responsibilities within Caltrans District 4 and coordinating with the District's Native American Coordinators.
- Partner/formulate with MTC on best practices for Tribal Government inclusion into the region's transportation planning process.
- Coordinate, consult with and involve Tribal Governments.

Description

- Federal directives such as Executive Order 13175 of November 6, 2000, Executive Order Number 12898 of February 11, 1994, and the State of California Executive Order W-26-92 of April 8, 1992, Assembly Concurrent Resolution 185, Battin (September, 2000), and Caltrans Director Policy 19 (August, 2001) provide the foundation for working with the California Tribes and communities.
- Provide liaison staff to implement State and Federal laws and directives to be sensitive to the Native American interests, and encourage active participation by Tribal Governments, non-federally recognized tribal representatives, and Native American organizations, groups, and individuals in developing and implementing transportation plans and projects.

Previous and Ongoing Related Work

- District general consultation with Tribal governments.
- Provide Tribal Governments and Native American community relevant transportation planning guidelines and information to tribes and tribal community based organizations.
- Assist in the development of Tribal transportation plans and transportation planning efforts when requested by Tribal Governments.
- District participation in the Department's Native American Advisory Committee (NAAC).
- District participation in the quarterly District Native American Liaison teleconference.

Tasks

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

Products

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

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Completion Date

Ongoing

Work Element 6.10 – Environmental Justice Planning Studies

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 support of 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 regards to Environmental Justice Planning, Smart Growth, Livable Communities, and Public Participation concepts and policies.
- Coordinate with the Metropolitan Transportation Commission (MTC) and local agencies in regards to 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.

- Provide assistance to 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.

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
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Caltrans Sustainable Transportation Planning Grants

Caltrans grants program has been revamped and is now called Caltrans Sustainable Transportation Planning, which started in FY 2015-16. There are two categories under this grant program: Strategic Partnerships and Sustainable Communities. Applications that were awarded with a focus on engaging the environmental justice community are listed in Appendix E among the rest of the awarded Sustainable Communities studies.

Work Element 6.11 – 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 (e.g., African-American, Hispanic, Asian-American, American Indian/Alaskan Native, and Pacific Islander) 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, including the potential relinquishment of state routes to local control, with cities, counties and other local agencies.

To provide funding for Sustainable Transportation Planning grant proposals.

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.

Previous Related Work

Coordinated with local agencies in regard to the Fiscal Year 2013/2014 Community-Based Transportation Planning grants.

Coordinated on a continuous basis with Caltrans Headquarters in regard to Sustainable Transportation Planning grants, context sensitive solutions and Complete Streets Policy implementation, and regional growth issues and performance and impact measures.

Coordinated meetings on context sensitive solutions and complete street design for conventional highways with local agencies and district staff from various functional areas.

Provided written comments on local development proposals and land use plans to promote measures to reduce regional vehicle miles traveled and improve pedestrian and bicycle access to regional transit facilities.

Tasks

Coordinate with other District 4 planning branches to organize an annual grant application solicitation cycle for the Caltrans Sustainable Transportation Planning grant program.

Provide feedback to agencies interested in vying for Sustainable Transportation Planning grants and evaluate applications received.

Continue to coordinate with Caltrans Headquarters in regard to Sustainable Transportation Planning grants, 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.

Products	Estimated Completion Date
Analysis and ranking of Sustainable Transportation Planning grant applications.	Annual
Monitoring the work of projects receiving grant funding.	Ongoing
Development of the fund transfer agreements for agencies awarded grant	Annual Funding
Participation in regional growth meetings/workshops.	Ongoing
Preparation of technical information for internal and external partners.	Ongoing
Public participation service request development and monitoring.	As required
Processing of Public Participation Consultant Services task order invoices.	As required
Development of quarterly reports for both Headquarters & District Planning.	Quarterly
Coordinating context sensitive solutions and complete street design review meeting with local agencies.	
Providing comments on local land use plans and development proposal regarding measures to reduce regional vehicle miles traveled.	Ongoing

Community Based Transportation Planning Grants **Estimated Completion Date**

Please see Appendix E for project descriptions of the current CBTP Grants.

2013/2014 CBTP Studies February 28, 2016

City of Alameda Central Avenue Complete Streets Plan
 Sonoma Valley Trail Feasibility Study

2014/2015 CBTP Studies N/A

The Community-Based Transportation and Environmental Justice grant categories were on hiatus during this fiscal year.

2015/2016 Sustainable Transportation Planning Studies N/A

Grant proposals that were previously eligible within the Community-Based Transportation and Environmental Justice grant categories are still eligible for funding under the Sustainable Transportation Planning Grant Program within the Sustainable Communities category.

Work Element 6.13 – Pedestrian Coordination

Objectives

- To improve pedestrian safety, access, and mobility on and across Caltrans facilities.
- To engage external and internal stakeholders in the development of Caltrans pedestrian policies, guidance, best practices, and project design.
- To 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 Headquarters staff to revise guidance identified in the Implementation Plan for the Caltrans Complete Streets policy, 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 Policy implementation and related guidance development and revisions.

Tasks

- Review and comment on Caltrans plans and projects and participate on project development teams regarding pedestrian needs and in support of walkable communities.
- Participate 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.
- Continue to provide staff support for the District 4 Pedestrian Advisory Committee and coordinate at least four meetings where Caltrans projects and policies will be reviewed for comment.
- Continue to coordinate with Caltrans Headquarters in regard to Complete Streets Policy implementation and related guidance development and revisions.

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 6.14 – Bicycle Planning and Coordination

Objectives

- To improve bicycle safety, access, and mobility on and across Caltrans facilities.
- To engage external and internal stakeholders in the development of Caltrans bicycle transportation policies, guidance, best practices, and project design.
- To 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.

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 6.15 – 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.
- To support Director's Policy 27: Bus Rapid Transit (BRT) Implementation Support, and Deputy Directive 98: Integrating BRT into State Facilities.

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

- Transit Coordination Plan for San Francisco-Oakland Bay Bridge Closure September 2013
- Richmond Parkway Transit Center Feasibility Study, December 2012
- DRI study "BRT Integration into PDPM," July 2011
- DRI study "Assessment of Converting Lane to Bus Only," December 2010
- DRI study "BRT Performance Assessment Guidebook," June 2010

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.
- Participate on DMT working groups
- Participate on DRI technical advisory committees
- Provide project management support for transit projects on the State Highway System.
- Serve as District BRT Coordinator
- 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
- Develop and administer District 4 P&R parking fee program.
- Participate on PDTs for projects with P&R components.

Products

Estimated Completion Date

- | | |
|--|-------------|
| • Preliminary Assessment of Public-Private Partnership for P&R expansion | Spring 2016 |
| • Richmond Parkway Transit Center Operations and Maintenance Report | Annually |
| • Resolution of Park & Ride lot issues | Ongoing |
| • Resolution of issues impeding Implementation of BRT projects | Ongoing |

- Comments on Caltrans projects for transit accommodations Ongoing
- Implementation of P&R fee program
- Participation on MTC's Rideshare TAC

Ongoing
As required

Estimated cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 6.16 – Goods Movement Planning/Partnerships

Objectives

The movement of goods is critical to the State's economy as well as producers of goods and consumers statewide, nationwide and international. The Freight Mobility Branch plays a major role in improving the regional freight transportation system in District 4 and the interregional movement of goods coming into and going through the State. The "freight" transportation system in the District is multimodal and includes the State Highway System, local roads, rail facilities, seaports and airports.

Description

The Freight Mobility 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 goods movement to and through the region.

The Branch works closely with Headquarters, including the Office of System and 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 entities, - such as FHWA, FTA, regional/local agencies, seaports and airports - and the trucking and freight industry to improve the performance of the multi-modal freight system. Performance measures include system reliability, just-in-time delivery, reduction in travel delay and congestion, transport efficiency and improved air quality.

Tasks

Represent the District, in cooperation with regional and local agencies, in developing regional and interregional goods movement policies and strategies.

Assist, in an advisory and expert role, in representing the State in the development and implementation of state and regional goods movement studies and initiatives.

Represent the Department in advocating for transportation improvements that benefit regional and interregional freight movement.

Acquire data pertinent to goods movement including appropriate traffic data and information related to commodity flow.

Product

Internal policy document

Estimated Completion Date

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.17 – Transportation Conformity and Air Quality Planning

Objectives

- Participate in development of State Implementation Plans to demonstrate how the San Francisco Bay Area air basin achieves applicable federal air quality standards.
- Work with MTC to demonstrate that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) conform to the purpose of the State Implementation Plan (SIP) through a transportation conformity process required by the Clean Air Act Section 176(c) (42 U.S.C. 7506(c)).
- Participate with federal, state, regional and local agencies during interagency consultation on transportation conformity and related air quality planning.
- Participate with federal, state, regional and local agencies during interagency consultation procedures for PM2.5 hot-spot analyses for the Bay Area.

Description

- In June 2004, the Bay Area was designated as a marginal nonattainment area of the national 8-hour ozone standard. US EPA lowered the national 8-hour ozone standard from 0.80 to 0.75 PPM effective May 27, 2008. The latest approved SIP for ozone is the 2001 Ozone Attainment Plan.
- U.S. EPA lowered the 24-hour PM2.5 standard from 65 ug/m³ to 35 ug/m³ in 2006. U.S. EPA designated the Bay Area as nonattainment for the PM2.5 standard on October 8, 2009. The effective date of the designation is December 14, 2009 and the Bay Area Air Quality Management District must develop a SIP that demonstrates the Bay Area will achieve the revised standard.
- Anytime MTC develops or amends the RTP and/or TIP for the region, they must prepare a Transportation-Air Quality Conformity Analysis to demonstrate how the transportation activities in the RTP and TIP will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The goal of transportation conformity is to ensure that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals given to highway and public transportation activities are consistent with air quality goals. The air quality standards addressed in the conformity analysis include ozone, carbon monoxide and fine particulate matter (PM2.5) standards.
- MTC Resolution No. 3757 outlines procedures to be undertaken by the MTC, U.S. Environmental Protection Agency (EPA), California Department of Transportation (Caltrans), FHWA, FTA, State and local air agencies before making transportation conformity determinations on the RTP and TIP. Interagency consultation on transportation conformity and related air quality planning is facilitated through the Air Quality Conformity Task Force.
- MTC Resolution No. 3946 outlines procedures to be undertaken by MTC, EPA, Caltrans, FHWA, FTA, and State and local air agencies regarding interagency consultation procedures for PM2.5 hot-spot analyses for the Bay Area. Interagency consultation on project level PM2.5 conformity is also facilitated through MTC's Air Quality Conformity Task Force. Because the Bay Area is designated as a PM2.5 non-attainment area, Bay Area project sponsors are required to undergo project level conformity determinations for PM2.5 if their project meets certain criteria for projects of air quality concern.

Previous and Ongoing Related Work

- Reviewed Transportation Air Quality Conformity Analysis for the Transportation 2040 Plan and 2015 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, 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 6.18 – 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 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 events. 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 2017 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.

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.
- Caltrans District 4 is coordinating with the Caltrans HQ Climate Change Branch on the development of a District Climate Change Vulnerability Assessment.

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 2017 RTP/SCS for their effectiveness in reducing GHG emissions.
- Staff will assist with and ensure that Project Initiation Documents incorporate sea level rise concerns as needed, as defined in the May 16, 2011 guidance.
- Staff will remain engaged with BCDC in continued development of the Adapting to Rising Tides project.
- Staff will continue working with local and regional partners on planning and implementing effective climate change resiliency strategies.

Products

- BCDC ART Project
- BCDC ART Program
- Adaptation Options Study
- District Vulnerability Assessment

Estimated Completion Date

Complete
Ongoing
Complete
2017

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 7.1 – State Funding for Transit and Intermodal Improvements

Objective

Assist local agencies in obtaining programmed State funds for transit capital projects, and monitor fund use.

Description

Management of funds programmed by the CTC earmarked for transit capital projects. Funds are disbursed to local agencies by means of agreements. Funding sources include TCRP, SHA, 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, 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 Mass Transportation (DMT).
- 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 under these Program Supplements	Ongoing
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, in order 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 will reduce the number of trucks to 79, and expand to 541 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 17 Tow Service contracts (Request For Proposals) for 2014.
Assist in evaluation of replacement automatic vehicle locator and Mobile Data Terminal 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

- Silicon Valley Smart Corridor Phases 1, 2 and 3
- East Bay SMART Corridor construction on State Highway
- Operation of field equipment and links between local agencies and Caltrans TMC
- Implementation of ramp metering in the Corridor

Estimated Completion Date

- Completed
- Completed and on-going
- Pending resolution of security issues
- Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 9.1 – Regional Modeling Coordination Study

Objectives

- Improve Bay Area travel demand modeling.
- Coordinate county models with bay area models.
- Integrate American Community Survey data into bay area travel demand modeling.
- Model SB 375 Sustainable Community Strategies land uses.

Description

The Regional Modeling Working Group is a sub-committee of The Bay Area Partnership made up of representatives from the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), the nine County Congestion Management Agencies (CMAs) in the region, and Caltrans, District 4. The Group is charged with assuring quality and consistency in regional and sub-regional transportation demand forecasting practices throughout the Bay Area. Presently, they are coordinating regional efforts to comply with SB 375 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.
- 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.
- Discuss developing issues in Traffic 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, 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 program.
- In concert with appropriate HQs functional units and partner agencies, support activities related to the ongoing review and processing of Functional Classification change requests.

Products

- GIS data library
- Google Earth data layer library
- County STIP/SHOPP Project Location Maps
- Corridor System Management Plan Maps
- Functional Classification Changes/Updates
- Publish web-based Mapping Tools

Estimated Completion Date

- Complete – Ongoing Maintenance
- Complete – Ongoing Maintenance
- Ongoing
- Ongoing
- Ongoing
- Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 9.3 - Transportation Monitoring

Objectives

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) 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 HOV 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 376 Control Stations in the District four times each year for one week.
- Count approximately one-third of the 3091 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).
- Count approximately one third of the 521 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 543 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 HOV lanes and toll bridges. Collect vehicle volumes, vehicle occupancy, travel time and HOV 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 HOV lane report
- 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 2016-17

**APRIL 2016
FINAL**

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 2016-17	Estimated Completion Dates
Policy Advisory Council Annual Report to Commission	As Required FY 16/17
Commission Reports and Resolutions	As required

Work Element 1113: Support the Partnership Board

A. 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

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 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.

C. Previous Accomplishments

- Same as above
- Accomplishments**
- Met with Partnership and subcommittees on:
- Plan Bay Area
 - OneBay Area Grant;
 - Transit Sustainability Project; and
 - Fund Programming and Project Delivery
- 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
 - Joint Local Streets & Roads/ Programming & Delivery Working Group Meetings
 - Staff Reports to the Committees and Working Groups

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Conduct Partnership Board Meetings	meetings as needed	7/01/16	6/30/17
2	Conduct Partnership Technical Advisory Committee Meetings	4-6 meetings per year	7/01/16	6/30/17
3	Conduct Programming and Delivery Working Group Meetings	Monthly meetings	7/01/16	6/30/17
4	Conduct Transit Finance Working Group Meetings	Monthly meetings	7/01/16	6/30/17
5	Conduct Local Streets and Roads Working Group Meetings	Monthly meetings	7/01/16	6/30/17
6	Conduct Joint Local Streets and Roads/ Programming and Delivery Working Group Meetings	Quarterly meetings	7/01/16	6/30/17

E. Anticipated Future Activities (FY 2017-18)

- Anticipated Future Activities**
- Plan Bay Area 2040 (2017 RTP/SCS) approval and implementation
 - OneBay Area Grant implementation and next cycle programming
 - Transit Sustainability Project implementation
 - Discussions of future funding opportunities: FAST; Cap and Trade funding; Active Transportation Program
 - Other transportation funding/program development

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Total Expenses
546,913	276,385	0	823,298

FHWA PL (Includes Toll Credit)	FTA 5303 PL(Includes Toll Credit)	General Fund	Total Revenues
100,000	100,000	623,298	823,298

Work Element 1114: Support Policy Advisory Council

A. 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.

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 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.

C. Previous Accomplishments

- Policy Advisory Council advised the Commission on multiple subjects, including the Express Lane Network, PDA Feasibility and Readiness, Plan Bay Area, and the One Bay Area Grant Program.
- Worked with staff regarding advocacy on the Cap and Trade funding proposal to address potential accessibility issues.
- Ongoing advice to MTC staff.

D. Work Plan (FY2016-17)

Ongoing tasks:

- Staff the Policy Advisory Council
- Complete outreach to Tribal governments for consultation on the Plan Bay Area update, as appropriate.

Products Completion Dates	Estimated
Advisory Council's Annual Work Plan	Summer 2016
Policy Advisory Council Meeting Packets	Monthly
Advisory Council's Report to Commission	Monthly
Policy Advisory Council Subcommittee Meeting Packets	As Required
Tribal Government Consultation	As Required

E. Anticipated Future Activities (FY 2017-18)

- Anticipated Future Activities
- Monthly meetings of the Policy Advisory Council
 - Consultation with Tribal governments, as appropriate.

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Total Expenses
267,591	135,228	0	402,819

FHWA PL (Includes Toll Credit)	FTA 5303 PL(Includes Toll Credit)	General Fund	Total Revenues
50,000	50,000	302,819	402,819

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.

1120 Major Tasks

- **Regional Transportation Plan**
- **Analyze Regional Data using GIS and Planning Models**
- **Airport/Seaport/Freight Planning**
- **Active Transportation Planning**
- **Performance Measurement and Monitoring**
- **Lifeline Transportation Planning**
- **Support Title VI and Environmental Justice**
- **Transportation Conformity and Air Quality Planning**

Work Element 1121: Regional Transportation Plan

A. 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 update (Plan Bay Area 2040) to the Sustainable Communities Strategy (*Plan Bay Area*) 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 Plan Bay Area 2040 in compliance with the California Environmental Quality Act (CEQA), FAST, Senate Bill (SB) 375 and all other applicable state and federal environmental laws.

Description

2013 Regional Transportation Plan/Sustainable Communities Strategy

- The Regional Transportation Plan (RTP) guides the Bay Area region's transportation development for a 25-year period. Updated every four years, it is based on projections of growth in population, jobs and housing and travel demand coupled with financial projections. MTC, as the Metropolitan Planning Organization (MPO), is required to prepare the RTP in accordance with state and federal planning statutes.
- As a result of the passage of Senate Bill 375, MPOs are required to develop a Sustainable Communities Strategy – a new element of the RTP – to strive to reach the greenhouse gas (GHG) reduction targets established for each region by the CARB. More specifically, per Senate Bill (SB) 375, the Sustainable Communities Strategy (SCS) is intended to accomplish two principal objectives:
 - (i) Identify areas within the nine-county Bay Area sufficient to accommodate all of the region's population, including all income groups for the next 25 years; and
 - (ii) Forecast a land-use pattern, which when integrated with the transportation system, reduces greenhouse-gas emissions from automobiles and light trucks.
- In the Bay Area, the 2013 RTP/SCS (*Plan Bay Area*) was developed jointly by MTC and the Association of Bay Area Governments (ABAG). *Plan Bay Area* is an integrated and internally consistent transportation and land-use plan. That is, the transportation policies and investments identified in the plan align with and support the SCS land-use pattern.
- The Regional Housing Needs Determination and Allocation (RHND and RHNA) prepared by ABAG is also linked to the SCS by SB 375. The SCS must identify areas within the region where both an 8-year and 25-year housing need can be accommodated.

Environmental Impact Report for the 2013 RTP/SCS

- The program EIR for *Plan Bay Area* 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 program EIR proposed mitigation measures for all potentially significant impacts.

RTP Modifications & Amendments

- *Plan Bay Area* superseded the previous RTP (*Transportation 2035*), adopted by MTC in 2009, and fulfilled the requirements of both federal and state (SB 375) metropolitan planning regulations. MTC and ABAG adopted *Plan Bay Area* in summer 2013, and amended the plan in September 2015. MTC will prepare future modifications/amendments if warranted.

2017 Regional Transportation Plan/Sustainable Communities Strategy

- In early 2017, MTC and ABAG will release the draft 2017 RTP/SCS (*Plan Bay Area 2040*), the update to the 2013 RTP/SCS (*Plan Bay Area*). *Plan Bay Area 2040* will meet the same statutory and planning requirements as *Plan Bay Area* described above. MTC and ABAG will adopt *Plan Bay Area 2040* in summer 2017.
- *Plan Bay Area 2040* will include an updated transportation network and transportation revenue estimates, as well as updated population and job forecasts. While there are no updates required for RHNA a part of the update, as described above, an updated land-use pattern will be developed and integrated with the transportation system.
- The 2017 update will strive to meet the same GHG emissions reduction targets established by CARB for the 2013 Plan.

Environmental Impact Report for the 2017 RTP/SCS

- The program EIR will for *Plan Bay Area 2040* will analyze the same statutory requirements as the EIR for *Plan Bay Area* described above.

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 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.

C. Previous Accomplishments

- Objectives**
 - Same as above.
- Accomplishments**
 - MTC and ABAG approved the 2013 RTP/SCS in July 2013.
- Work Products**
 - MTC and ABAG approved an amendment to the 2013 RTP/SCS in September 2015
 - Staff continued the development of the 2017 RTP/SCS in FY 2015-2016, including:
 - Conducted initial public workshops, outreach, and coordination meetings with partner agencies to initiate 2017 RTP/SCS planning process.
 - Engaged the Regional Advisory Working Group, the MTC Policy Advisory Council, the Partnership Technical Advisory Committee, the Partnership Board, and the MTC Planning Committee and ABAG Administrative Committee on the development of the Plan.
 - Conducted a call for projects for project and program requests for the Plan.
 - Updated revenue forecasts of reasonably anticipated revenues.
 - Developed a performance framework and performance targets and analysis tools to evaluate projects, programs, and scenarios. (see also WE 1212).
 - Identified the costs and funds available to operate and maintain the existing transportation system.
 - Assessed transportation projects and programs.
 - Developed and evaluated scenario alternatives to inform policy discussion and investment trade-offs.
 - Conducted public workshops, outreach, and coordination meetings with partner agencies to discuss the 2017 RTP/SCS scenario planning process and evaluation results.

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1.	Staff will prepare administrative modifications and amendments to the RTP, as needed. The number of RTP amendments are to be determined.	<ul style="list-style-type: none"> ▪ Administrative Amendment(s) ▪ Amendment(s) 	7/01/16	6/30/17
2.	Staff will continue to develop, manage, and monitor progress on the overall work plan and schedule for implementing the RTP/SCS		7/01/16	6/30/17
3.	Staff will continue to engage	<ul style="list-style-type: none"> ▪ Staff reports 	7/01/16	6/30/17

	stakeholders with policies and programs seeking to implement the RTP/SCS.	<ul style="list-style-type: none"> ▪ Presentation Materials ▪ Technical reports ▪ Meeting agendas and notes 		
4.	Staff will attend and present policies and programs approved in the RTP/SCS at meetings of transportation agencies, local jurisdictions, and others, as requested	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Technical reports ▪ Meeting agendas and notes 	7/01/16	6/30/17
5.	Staff will engage the Regional Advisory Working Group, the MTC Policy Advisory Council, the Partnership Technical Advisory Committee, the Partnership Board, and the MTC Planning Committee and ABAG Administrative Committee on the development of the Plan.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Technical reports ▪ Meeting agendas and notes 	7/01/16	6/30/17
6.	Staff will develop a preferred scenario (transportation investments) and finalize scenario alternatives to inform policy discussion and investment trade-offs.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Technical memos 	7/01/16	9/30/16
7.	Staff will release the draft 2017 RTP/SCS (Plan Bay Area 2040) and programmatic EIR for public review.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Technical memos 	7/01/16	2/01/17
8.	Staff will attend and present policies and programs included in the draft 2017 RTP/SCS and programmatic EIR at public workshops and meetings.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Technical memos ▪ Meeting agendas and notes 	2/01/17	6/30/17

E. Anticipated Future Activities (FY 2017-18)

- Anticipated Future Activities**
- The 2017 RTP/SCS will be adopted in FY2017-18. Anticipated work in FY 2017-18 includes the finalization of the 2017 RTP/SCS and its adoption.
 - Finalize the programmatic Environmental Impact Report for the 2017 RTP/SCS.

F: Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Total Expenses
1,022,217	516,582	0	1,538,799

FHWA PL (Includes Toll Credit)	FTA 5303 PL(Includes Toll Credit)	General Fund	Total Revenues
1,100,000	200,000	238,799	1,538,799

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

A. 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, and federal, state, and regional equity analyses.
- 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.
- Analytical tools need constant maintenance and routine improvements. Such efforts require MTC to collect, retrieve, and summarize data, including large-scale home interview surveys, transit on-board surveys, Census data, land use and transportation data, and a large array of geo-spatial data.

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 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.

C. 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 2013 Regional Transportation Plan and Sustainable Communities Strategy;
 - Successfully collected consistent on-board survey data from more than ten regional transit operators;
 - Our on-line searchable GIS data can be found in our data portal (<http://opendata.mtc.ca.gov/>);
 - Map-based collaboration tools currently in development or deployed include a regional transportation plan project database, parking data inventory tool, a bicycle trip planner, a traffic count database, 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).
 - Successfully built an on-line, searchable data repository in which GIS data can be found and mapped.
 - Created several map-based collaboration tools to collect and maintain data, including bicycle facilities, traffic counts, and signal timing plans.
- Work Products**
- Plan Bay Area Technical Documentation and Maps
 - Model Development Documentation
 - Data Portal

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Product	Start Date	End Date
1.	Staff will continue to analyze home-interview survey data collected via a joint effort with the California State Department of Transportation and work towards collecting data cooperatively with our peer MPOs across the State.	▪ Technical memos, reports, and presentations	7/01/16	6/30/17
2.	Staff will continue collecting and analyzing transit on-board survey data collected via a joint effort with transit operators and use the	▪ Technical memos, reports,	7/01/16	6/30/17

3.	information in travel model development activities and equity analyses Staff will continue to make small refinements to the representation of transport supply within the travel model	and presentations ▪ Technical memos, reports, and presentations	7/01/16	6/30/17
4.	Staff will update the representation of demand in the travel model to leverage the new representation of supply	▪ Technical memos, reports, and presentations	7/01/16	6/30/17
5.	Staff will continue working on a federally-funded project to research better methods to assess the impact of transit ridership on transit service	▪ Technical memos, reports, and presentations	7/01/16	6/30/17
6.	Staff will continue to improve our land use model, aimed at better supporting transportation and land use coordination efforts	▪ Technical memos, reports, and presentations	7/01/16	6/30/17
7.	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	7/01/16	6/30/17
8.	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	7/01/16	6/30/17
9.	Staff will manage and maintain GIS base map databases used by Bay Area Transportation Agencies	▪ Data, on-line tools	7/01/16	6/30/17

E. Anticipated Future Activities (FY 2017-18)

- Anticipated Future Activities
- The development versions of the travel model and the land use model became operational in FY 2016-17. In FY 2017-18, Staff will begin on the next round of development efforts, including integrating the federally-funded research on transit behavior.
 - As the coordinated household travel survey effort matures, Staff will develop and implement plans to collect on-going traveler data in a fiscally-sustainable manner.
 - The coordinated transit survey effort has matured. As such, Staff will now transition to making the effort sustainable and supported by all transit properties in the Bay Area.

F. Budget

Salaries & Benefits	Indirect Services	Indirect Services	Other Operating Expenses	Consultant	n/a	n/a	Total Expenses
2,062,369	1,042,227	0	45,000	2,364,152	0	0	5,513,747

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	FHWA PL (Includes Toll Credit) Est. C/O	FTA 5303 PL (Requires L.M.) Est. C/O	STP PL	General Funds	Local Funds	Total Revenues
1,725,000	450,000	956,648	1,332,504	720,000	229,595	100,000	5,513,747

Work Element 1125: Active Transportation Planning

A. 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.
- Achieve MTC's Regional Transportation Plan (RTP) goals of CO₂ reduction, active transportation, safety, mobility.
- Implement and maintain a regionally connected bike share transportation system in the Bay Area.
- Prepare Regional Active Transportation Plan in consultation with Bay Area counties.
- Provide 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.
- The Regional Transportation Plan (RTP) is a blueprint that guides that Bay Area region's transportation development for a 25-year period. As a result of Senate Bill 375, MPOs are required to develop a Sustainable Communities Strategy to reach greenhouse gas (GHG) targets. Bicycling and walking are key components to achieving these targets.
- In 2006, MTC completed the Pedestrian Districts Study, which developed a typology of pedestrian districts and provided tools for local jurisdictions to plan for districts around transit hubs.

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 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.

C. Previous Accomplishments

- Objectives**
- Same as above
- Accomplishments**
- MTC adopted the One Bay Area Grant Program which required local agencies to adopt a complete streets General Plan amendment or resolution.
 - The online Complete Streets Checklist was released in summer 2010
 - Administered and programmed more than \$60 million for 30 projects in the Regional Active Transportation Program
 - Launched a Pilot Bay Area Bike Share program with 700 bikes and 70 stations in the cities of San Francisco, Redwood City, Mountain View, Palo Alto and San Jose.
 - Secured agreements with an operator and five cities to expand the pilot bike share program into a privately owned, financed, and operated system totaling 7,000 bikes across Berkeley, Emeryville, Oakland, San Francisco, and San Jose.

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Staff the Active Transportation Working Group	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Meeting agendas and notes 	7/01/16	6/30/17
2	Evaluate, manage and monitor the implementation of the Complete Streets Policy	<ul style="list-style-type: none"> ▪ Technical memos and reports ▪ Staff reports ▪ Resources and/or trainings for cities and counties 	7/01/16	6/30/17
3	One Bay Area Grant Monitoring and Policy Development	<ul style="list-style-type: none"> ▪ Coordination with CMAs to develop Complete Streets checklist and advise on local policies. ▪ Staff reports ▪ Presentation materials ▪ External recommendations to state agencies on project proposals. 	7/01/16	6/30/17

4.	Bay Area Bike Share Expansion	<ul style="list-style-type: none"> ▪ Staff reports ▪ Monthly KPI performance reviews ▪ Meeting agendas and notes for Steering Committee ▪ Call for Projects for emerging cities 	7/01/16	6/30/17
5.	Regional Bicycle & Pedestrian Counts Program	<ul style="list-style-type: none"> ▪ Strategic plan for regional program implementation 	7/01/16	12/31/16
6.	Active Transportation Program (ATP)	<ul style="list-style-type: none"> ▪ Scored state & regional applications 	7/01/16	12/31/16

E. Budget

Salaries & Benefits	Indirect Services	n/a	Total Expenses
158,078	79,885	0	237,963

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Total Revenues
3,000	10,000	224,963	237,963

Work Element 1212: Performance Measurement and Monitoring

A. Project Description

Objectives

- Work with Bay Area partners and other stakeholders to identify performance measures related to transportation, land use, and related issue areas for use in long-range planning and performance monitoring consistent with federal Planning Emphasis Areas
- Conduct long-range performance planning for Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) scenarios and proposed transportation projects
- Conduct performance assessments to support programming decisions, including the 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 over the past decade, new federal requirements initiated under MAP-21 and continuing under the FAST Act will continue to enhance and evolve the agency's performance work plan.
- While previously included in State of the System reports, MTC has rebooted its work in the field of performance monitoring through the Vital Signs initiative. This interactive online portal for performance tracking incorporates a broad range of regional issues, ranging from transportation and land use to the economy and the environment.

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 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 2017 Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.

C. 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
- Work Products**
 - Performance Monitoring Reports (State of the System through 2009; Vital Signs from 2014 onwards)
 - Project-Level and Scenario-Level Performance Assessment (most recently for Plan Bay Area in 2013; analyses for next RTP/SCS currently underway)
 - RTP/SCS Performance Assessment Report (most recently for Plan Bay Area – 2013)
 - STIP Performance Assessment (since 2002)
 - Bay Area Congestion Management Process (since 1995)

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Evaluate RTP/SCS scenarios & EIR alternatives against adopted performance targets	<ul style="list-style-type: none"> ▪ Memorandums and committee meeting reports 	10/1/15	6/30/17
2	Evaluate transportation projects & state of good repair investments for cost-effectiveness and support of regional goals	<ul style="list-style-type: none"> ▪ Memorandums and committee meeting reports ▪ RTP/SCS Performance Assessment Report 	3/1/15	9/15/16
3	Update performance monitoring data for Vital Signs interactive web portal	<ul style="list-style-type: none"> ▪ Updated Vital Signs performance monitoring website for public 	9/1/15	3/30/17
4	Develop performance targets and implement MAP-21/FAST federal performance requirements	<ul style="list-style-type: none"> ▪ Analytical reports on target-setting ▪ Performance target submittals to Caltrans 	3/1/16	9/30/17

E. Anticipated Future Activities (FY 2017-18)

- Major updates to Vital Signs performance monitoring portal to incorporate new targets under Plan Bay Area 2040 and FAST.
- Completion of baseline and performance progress reports in compliance with FAST requirements.

F. Budget

Salaries & Benefits	Indirect Services	n/a	Total Expenses
248,261	125,459	0	373,720

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Total Revenues
50,000	50,000	273,720	373,720

Work Element 1311: Lifeline Transportation Planning

A. Project Description

Objectives

- 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.

Description

Lifeline Transportation Planning activities identify transportation needs and barriers faced by the region's low-income and minority communities of concern, and support local, collaborative process to prioritize solutions to those gaps via Community Based Transportation Planning. Staff continues to work closely with county Congestion Management Agencies to complete community-based transportation plans (CBTPs) in the remaining COCs that do not have an adopted CBTP, and to advise and participate in updates that were funded in the Fourth Cycle of Lifeline Transportation Program funding. There are three plans remaining to be completed.

In addition, these activities inform and support the goals and strategies identified in the FAST mandated Coordinated Public Transit—Human Services Transportation Plan which was initially adopted by the Commission in December 2007 and updated in March 2013 in conjunction with the adoption of Plan Bay Area. 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. The Coordinated Public Transit—Human Services Transportation Plan will be updated in 2016 and adopted in 2017 along with the adoption of Plan Bay Area 2040.

Projects and solutions identified through these planning efforts are eligible for funding under MTC's Lifeline Transportation Program.

The Third Cycle Lifeline Transportation Program guidelines identified funding for MTC to conduct a Regional Means-Based Transit Fare Pricing Study. The purpose of the study is 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. Each of the scenarios must be consistent with the following three overall program objectives:

- Make 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

B. Planning Factors Addressed

Planning Factors Addressed

Provide more transportation choices; support existing communities; leverage Federal policies & investment; value communities and neighborhoods.

C. Previous Accomplishments

Objectives

- Same as above

- Accomplishments**
- Community Based Transportation Plans (ongoing)
 - Coordinated Plan Update (2013)
 - Initiated the Regional Means-Based Transit Fare Pricing Study (February 2015)
- Work Products**
- Roadmap Study (ongoing)
 - For a complete listing of completed Community-Based Transportation Plans, see MTC’s Website under Planning at: <http://www.mtc.ca.gov/planning/cbtp/>
 - Coordinated Public Transit—Human Services Transportation Plan Update
 - Consultant Contract for Regional Means-Based Transit Fare Pricing Study

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Community Based Transportation Plans (local jurisdictions)	Finish remaining community-based transportation plans; oversee updates of older plans as implemented by CMAs; initiate new round of funding for CBTPs	July 2016	June 2017
2	Support strategies outlined in the Coordinated Public Transit—Human Services Transportation Plan, including transportation/land use connections and mobility management	Lifeline Transportation Program and other projects implemented consistent with the Coordinated Plan; the completion of the Roadmap Study, a regional mobility management project; and potentially new mobility management focused projects	July 2016	June 2017
3	Regional Means-Based Transit Fare Pricing Study	Study reports/findings	January 2016	Spring 2017

E. Anticipated Future Activities (FY 2017-18)

- Anticipated Future Activities**
- Support priority strategies identified in the Coordinated Public Transit—Human Services Transportation Plan update
 - Continued administrative refinements to Lifeline Transportation Program to reflect changes in FAST and other funding sources as appropriate
 - Completion of CBTPs for communities identified as Communities of Concern
 - Updates to CBTPs funded in Cycle 3 of the Lifeline Transportation Program (one county remaining)
 - Updated funding program for Community-Based Transportation Planning program
 - Implement the recommendations, if any, from the Regional Means-Based

- Transit Fare Pricing Study
- New funding program for county-based mobility management

F. Budget

Salaries & Benefits	Indirect Services	n/a	Total Expenses
325,586	164,536	0	490,122

FHWA PL (Includes Toll Credit)	Other FTA	General Fund	Total Revenues
30,000	227,212	232,910	490,122

Work Element 1312: Support Title VI and Environmental Justice

A. 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.

B. Planning Factors Addressed

MTC is committed to:

- Increase the accessibility and mobility of people and for freight

C. 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.

Limited English Proficient (LEP) Persons: In September 2010, the Commission adopted its *Plan for Special Language Services to Limited English Proficient (LEP) Populations* (the "Plan"). In FY 2012/13 MTC revised the analysis related to the Plan. The Plan for *Special Language Services to Limited English Proficient (LEP) Populations* can be accessed by a link available at: <http://www.mtc.ca.gov/about-mtc/public-participation/get-language-assistance>

Public Participation Plan (PPP): MTC's Final 2010 Public Participation Plan was adopted by the Commission on December 15, 2010. MTC's Draft 2015 Public Participation Plan was released for review on November 10, 2014, and comments were due January 12, 2015. MTC's current PPP was adopted in February 2015. 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 2017 Plan Bay Area update is included as Appendix A to the 2015 Public Participation Plan.

The Final 2015 PPP can be viewed at: <http://www.mtc.ca.gov/about-mtc/public-participation/public-participation-planplan>

Outreach related to the 2013 Regional Transportation Plan/Sustainable Communities Strategy (Plan Bay Area):

Public engagement efforts for the SCS/RTP included:

- Public workshops in all nine Bay Area counties;
- Grants to community non-profit organizations in communities of concern for assistance in engaging their residents;
- Specialized focus groups;
- A statistically relevant public opinion poll (also available in languages other than English);
- Use of techniques to involve the public, including low-income communities, LEP communities and communities of color; and
- Engaged with advisory committees such as including the Policy Advisory Council and the Regional Equity Working Group (see below).

Outreach related to Plan Bay Area 2040 (2017 Regional Transportation Plan/Sustainable Communities Strategy): Public engagement and outreach for Plan Bay Area 2040, slated for adoption in 2017, is ongoing, and detailed in the above-referenced Public Participation Plan. To date we have:

- Conducted public workshops in all nine Bay Area counties
- Partnered with community-based organizations based on a competitive bid process to assist MTC in involving low-income communities and communities of color.
- Engaged with advisory groups such as MTC's Policy Advisory Council and the Regional Equity working Group.

Equity Analysis of Regional Transportation Plan/Sustainable Communities Strategy. In FY 11/12, MTC initiated a Regional Equity Working Group to assist the regional agencies in identifying equity issues, an analysis framework, and supportive policies that can add value to the process and/or address identified issues. This group, which includes members of the MTC Policy Advisory Council Equity & Access Subcommittee, met monthly throughout FY 12/13 to advise staff in delivering an Equity Analysis of the Draft RTP/SCS and all Title VI/EJ requirements for the metropolitan planning process. Results of the work and more details about public engagement efforts can be found here: <http://onebayarea.org/plan-bay-area/final-plan-bay-area/final-supplementary-reports.html>

Work Products

- Define and complete a short-range snapshot analysis (June, 2010)
- Revised Program Management Plan (December 2010)
- Plan for Special Language Services to Limited English Proficient (LEP) Populations
- Plan Bay Area Equity Analysis Report and related materials (April 2013)
- TIP Investment Analysis Report (April 2013)
- Triennial Title VI Report required under FTA Circular 4702.1B (August 2014)
- Final 2015 Public Participation Plan (February 2015)

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Develop and implement public outreach activities as appropriate that engage Title VI/EJ/LEP communities in the implementation of the regional transportation plan.	<ul style="list-style-type: none"> ▪ Meeting agendas and notes ▪ Presentation Materials ▪ Staff reports 	7/01/16	6/30/17
2	Continue to prepare all necessary Title VI/EJ/ reports and analyses, including MTC's Triennial Title VI report required under FTA Circular 4702.1B, which was last submitted in August 2014	<ul style="list-style-type: none"> ▪ Title VI Triennial Report 	7/01/16	6/30/17
3	Incorporate EJ and Title VI considerations identified in the Equity Analysis into implementation activities for the 2017 RTP/SCS performance framework in partnership with advisors and other key stakeholders and groups	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials to Regional Advisory Working Group ▪ Technical reports ▪ Meeting agendas and notes 	7/01/16	4/30/17
4	Continue to work with Policy Advisory Council, the Bay Area Partnership, and other stakeholder groups on actions that will advance equity and environmental justice in the region.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials to Policy Advisory Council ▪ Technical reports ▪ Meeting agendas and notes 	7/01/16	6/30/17

E. Anticipated Future Activities (FY 2017-18)

Anticipated Future Activities

- Participate in Title VI Working Group
- Prepare Title VI/EJ reports and analyses
- Public outreach activities that engage Title VI, EJ and LEP communities in the implementation of the regional transportation plan.
- Consider EJ principles and Plan Bay Area Equity Analysis findings in developing implementation activities for the RTP/Sustainable Communities Strategy
- Research best practices around the nation for any other investment/equity analysis methods
- 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 2017 RTP/SCS.
- Include appropriate Title VI/nondiscrimination language in all appropriate contracts.

E. Budget

Salaries & Benefits	Indirect Services	Total Expenses
37,191	18,794	55,985

FHWA PL (Includes Toll Credit)	General Fund	Total Revenues
5,000	50,985	55,985

Work Element 1412: Transportation Conformity & Air Quality Planning

A. 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 performs air quality and planning analysis on a wide range of State and local air quality regulations and policies.
- MTC coordinates 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.
- MTC assists the Bay Area Air Quality Management District (BAAQMD) in preparing air quality planning and analysis for state-mandated Clean Air Plans (CAP), including the development of TCMs. In addition, MTC prepares annual reports on the implementation of TCMs in the adopted CAP.
- MTC develops plans and manages various air quality and climate protection policies, strategies and initiatives to address state and federal air quality requirements.

B. 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;

C. Previous Accomplishments

Objectives

- Same as above

Accomplishments

- MTC prepared the *Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area and the Amended 2015 Transportation Improvement Program (TIP)*, which was approved by the Commission in September 2015. FHWA and FTA issued joint approve of this conformity determination in October 2015.
- MTC adopted MTC Resolution No. 4196, which conforms that Plan Bay Area and the 2015 Transportation Improvement Program to the applicable state implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93.
- 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 on a monthly basis).
- MTC provided CARB updated travel activity and socio-economic data for use in developing CARB emission inventories in EMFAC 2014.

Work Products

- MTC Resolution No. 4196
- *Transportation Air Quality Conformity Analysis for the Amended Plan Bay Area and the Amended 2015 Transportation Improvement Program*

- Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes
- Updated travel activity and socio-economic data for use in developing ARB emission inventories in EMFAC 2014
- Travel demand model data for local community climate action plan development for cities in Alameda, Napa, San Mateo, Santa Clara, Solano and Sonoma counties

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	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 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.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes 	<u>7/01/16</u>	<u>6/30/17</u>
2	Staff will prepare transportation-air quality conformity analysis on RTP and TIP amendments, as needed.	<ul style="list-style-type: none"> ▪ Transportation conformity analysis 	<u>7/01/16</u>	<u>6/30/17</u>
3	Staff will coordinate with the CARB on state air quality planning issues and emissions model development or update, as needed.	<ul style="list-style-type: none"> ▪ Consultation meetings ▪ Technical memos ▪ Data Exchange 	<u>7/01/16</u>	<u>6/30/17</u>
4	Staff will work with BAAQMD staff to develop updated TCMs in final <i>2015 Clean Air Plan</i> .	<ul style="list-style-type: none"> ▪ Report 	<u>7/01/16</u>	<u>6/30/17</u>
5	Staff will plan, develop and prepare various air quality and climate protection policies, data, strategies and initiatives in response to state and federal air quality requirements.	<ul style="list-style-type: none"> ▪ To be determined 	<u>7/01/16</u>	<u>6/30/17</u>

E. Anticipated Future Activities (FY 2017-18)

- | | |
|--------------------------------------|--|
| Anticipated Future Activities | <ul style="list-style-type: none"> ▪ Continue to manage and staff the regional Air Quality Conformity Task Force ▪ Complete the updated TCMs in the final 2015 Clean Air Plan. ▪ Prepare draft and final Transportation-Air Quality Conformity Analysis for the TIP and TIP updates as needed. ▪ Continue to provide travel demand model data for local community climate action plan 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. |
|--------------------------------------|--|

F. Budget

Salaries & Benefits	Indirect Services	Total Expenses
151,876	76,751	228,627

FTA 5303 PL (Includes Toll Credit)	General Fund	Total Revenues
10,000	218,627	228,627

Work Element 1519: Core Capacity Transit Study

A. Project Description

Objectives	<p>The Bay Area Core Capacity Transit Study (CCTS) is a collaborative effort to find and prioritize investments that will improve travel on public transportation to and from the San Francisco Core. The study is a joint effort of five transit operators: BART, Muni, AC Transit, Caltrain, and the Water Emergency Transportation Authority, in coordination with the San Francisco County Transportation Authority (SFCTA) and the Metropolitan Transportation Commission (MTC). The CCTS was established through commitments by seven Bay Area agencies and is also supported by a U.S. Department of Transportation TIGER grant.</p>
Description	<p>The CCTS Study Area includes two primary transit corridors: the Transbay Corridor and the San Francisco Metro Corridor. The Transbay Corridor focuses on investments to transport commuters on BART, AC Transit and WETA from the East Bay, and it explores potential new connections across the Bay. The San Francisco Metro Corridor focuses on Muni's light rail and bus network, Caltrain's peninsula service to San Francisco, and BART service through the southern neighborhoods of San Francisco.</p> <p>VTA's Core Connectivity study will examine and advance a suite of private and public services that will increase transit ridership by overcoming Santa Clara County's distinct first and last-mile challenges. This study will complement local and county planning including bicycle and pedestrian plans, the BART Transit Integration Project (BTIP) and the North County Bus Improvement Study.</p> <p>The study will look at short-, medium-, and long-term investments that could help steadily upgrade the overall transportation system and keep pace with anticipated population growth for the next quarter century. As an important step toward funding and implementation, the projects developed and prioritized through the Core Capacity Transit Study will be incorporated into the full list of priorities for the nine-county region in the region's long-term transportation and land-use plan.</p> <p>Input from interested groups and individuals will be solicited throughout the study. Official public outreach activities like community meetings will be coordinated with Plan Bay Area 2040.</p>

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 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;

C. Previous Accomplishments

Objectives	<ul style="list-style-type: none"> ▪ Same as above
Accomplishments	<ul style="list-style-type: none"> ▪ Technical memo- capacity/demand analysis for Transbay and SF Metro corridors ▪ Technical memo- initial engineering work on second crossing landings ▪ Technical memo- market assessments for Core SF and Oakland. ▪ Project screening tool and screened project tool ▪ Technical memo- evaluation criteria ▪ Convened meetings of project management team, technical advisory committee, and executive team ▪ Package development ▪ Initial evaluation results
Work Products	<ul style="list-style-type: none"> ▪ Same as above

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Convene PMT, TAC, Executive Team	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentations 	Ongoing	
2	Package Evaluation	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentations 	7/1/2016	9/30/2016
3	Project Package Refinement and Further Evaluation and Engineering	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentations 	7/1/2016	12/31/2016
4	Implementation and Funding Strategy	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentations 	11/2016	3/1/2017
5	Draft and Final Report	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentations 	3/2017	5/2017

E. Anticipated Future Activities (FY 2017-18)

Anticipated Future Activities	None. Project complete.
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F. Budget

Salaries & Benefits	Indirect Services	Total Expenses
190,959	96,502	287,461

General Fund	FTA 5303 PL (Includes Toll Credit)	Total Revenues
247,461	40,000	287,461

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

A. Project Description

Objectives

- Establish a comprehensive, cross-sectoral regional approach to address sea level rise and seismic hazards related to climate change.
- Develop integrated regional climate technical assistance program among BARC member agencies to serve cities, counties and other key stakeholders.
- Provide strategic leadership and capacity building to key institutions and collaborate efforts addressing climate change in the Bay Area
- Set groundwork through an existing conditions assessment of research, governance, funding and processes, for the development of a regional adaptation plan
- Advance a comprehensive regional adaptation plan and built on the efforts of member agencies, and key cross-sector partners

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 2016/2017, the BARC will focus on regional climate mitigation and adaptation planning:

Regional ‘Process Map’ for Sea Level Rise

Communicate regional approach to resilience by clarifying the roles and relationships of governance, financing, research, planning and key institutions in advancing climate preparedness. The ‘Process Map’ provides an avenue to identify opportunities for improved collaboration and maximizing the capacity of cross-sector partners.

Regional Climate Planning

Integrating data, research and analysis completed by both the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC) into Plan Bay Area (the region’s Sustainable Communities Strategy). Key research completed by BAAQMD includes *Planning Healthy Places* and the *Bay Area Consumption Based GHG Inventory*. BCDC, along with other key partners convened through BARC, will develop a stand-alone document focused on the resiliency of the Bay Area’s transportation system, vulnerable and disadvantaged communities, Priority Development Areas (PDAs) and Priority Conservation Areas (PCA’s) to seismic and flooding hazards that will be incorporated into Plan Bay Area.

Climate Technical Assistance

This initiative will help develop a framework for an Integrated Climate Technical Assistance Program among the BARC member agencies. Through activities such as the Regional ‘Process Map’, and the Resiliency ‘chapter’, the BARC will work closely with a cross section of stakeholders to develop an (i) assessment of existing resources and (ii) clarify the roles and responsibilities of key partners in

advancing climate preparedness, particularly the role of the regional agencies in supporting cities and counties in meeting climate goals at the local and regional levels.

B. 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

C. Previous Accomplishments

Objectives ■ Same as above

Accomplishments Completed Work Products:

- Sea Level Rise Process Map
- Recommendations for an Integrated Regional Climate Technical Assistance Program
- Expanded content in Plan Bay Area focused on resiliency and adaptation and tools and methods for reducing GHG and fostering healthier communities.

Work Products

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Convening Project Team for series of meetings to Produce Sea Level Rise Process Map	Regional Sea Level Rise Process Map	Jan 2016	July 2016
2	Analysis of Existing BARC Member Agencies Climate Resources, Convening of Stakeholder Group, Integrating Analysis and Stakeholder Feedback into Recommendations	Integrated Climate Technical Assistance Program Recommendations	Nov 2015	Sept 2016
3	Convening BARC Member Agencies and additional stakeholders to develop outline and draft chapter.	Resilience ‘Chapter’ of Plan Bay Area	Sept 2015	Sept 2016
4	Convening BAAQMD, MTC and ABAG to determine process and method for incorporating valuable BAAQMD research and analysis into Plan Bay Area	Integration of BAAQMD research and analysis on GHG reduction and healthy communities into Plan Bay Area	Feb 2016	Sept 2016

E. Anticipated Future Activities (FY 2017-2018)

Anticipated Future Activities ■ Participation in California Governor’s Office of Planning and Research (OPR) Climate Adaptation and Resilience Action Technical Advisory Group to help in the implementation of Executive Order B-30-15. BARC will assist OPR in developing an action plan for State agencies to incorporate climate change in planning and investment.

E. Budget

Salaries & Benefits	Indirect Services	n/a	Total Expenses
331,275	167,411	0	498,687

STP PL	General Funds	Local Funds	Total Revenues
75,000	211,843	211,843	498,687

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

- Implement Public Information Program
- Library Services

Major Products to be delivered in FY 2016-17	Estimated Completion Dates
Annual Report to Sacramento delegation	Winter 2017
Annual Report to Congressional delegation	Winter 2017

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

A. 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.
- 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, this 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.

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 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 the surface transportation;
- Enhance travel and tourism.

C. Previous Accomplishments

Objectives

- Same as above

Accomplishments

- Evaluation of Plan Bay Area public engagement
- Completed outreach to Tribal governments for Plan Bay Area consultation.

Work Products

- MTC's Annual Report
- Plan Bay Area document
- 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, smart driving pilots and creation of an electric vehicle educational campaign

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Support public meetings and other events with briefing materials; provide reports and summary of comments heard to decision makers at key milestones, consistent with MTC's Public Participation Plan	Meeting and briefing materials	7/01/16	6/30/17
2	Conduct media relations activities: prepare news releases and press packets; respond to requests for information; arrange press conferences; write and place op-ed	News releases, press packets, press events, articles	7/01/16	6/30/17

	pieces and articles; arrange editorial meetings; place commissioners and staff on public affairs shows			
3	Oversee content and design for the agency's primary website as well as associated websites; develop subsidiary websites as needed	MTC's website and associated websites	7/01/16	6/30/17
4	Manage and evaluate public engagement for MTC's Regional Transportation Plan (including the SB 375/Sustainable Communities Strategy), the Transportation Improvement Program and the One Bay Area Grant program.	Public Participation Plan	7/01/16	6/30/17
5	Complete formal Tribal government-to-government outreach on the Plan Bay Area update, as appropriate, and document separately from public participation efforts; solicit early involvement of Tribal governments and associated Native American organizations and individuals in public participation efforts.	Government-to-Government Consultation to Native American Tribes report	7/01/16	6/30/17
6	Manage the Regional Measure 2 Marketing Program	N/A	7/01/16	6/30/17
7	Manage the Climate Initiatives Public Outreach Program	Social marketing campaign, Spare the Air Youth Program	7/01/16	6/30/17
8	E- newsletter, annual report and other agency information products	E-Newsletters, reports	7/01/16	6/30/17
9	Provide editorial support to agency (including speeches, brochures, etc.)	N/A	7/01/16	6/30/17

E Anticipated Future Activities (FY 2017-18)

- 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

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Consultant	Total Expenses
2,094,055	1,058,239	121,000	0	3,273,294

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Local Funds	Total Revenues
1,943,757	796,885	322,652	210,000	3,273,294

Work Element 1156: Library Services

A. 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.

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 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.

C. 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

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	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		7/01/16	6/30/17
2	• Provide reference services to MTC Commission and staff and to ABAG staff, as well as to outside agencies and the public		7/01/16	6/30/17
3	• Screen major media, prepare and disseminate daily electronic "Transportation Headlines" compilation via email and Web	• Daily email	7/01/16	6/30/17
4	• Maintain the MTC Records Management Program for archiving internal records		7/01/16	6/30/17
5	• Provide electronic access to Library catalog through the Internet		7/01/16	6/30/17
6	• Publish a quarterly listing of library acquisitions		7/01/16	6/30/17
7	• Maintain the library and publications sections of MTC's Web page	• Web pages	7/01/16	6/30/17
8	• Serve as an affiliate of the State Data Center		7/01/16	6/30/17
9	• Maintain the Bay Area Census Website	• Web statistics	7/01/16	6/30/17
10	• Manage the Electronic Information Delivery Service (GovDelivery)		7/01/16	6/30/17

E. Budget:

Salaries & Benefits	Indirect Services	Other Operating Expenses	Total Expenses
244,396	123,507	0	367,903

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Total Revenues
20,000	100,000	247,903	367,903

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

- **Emergency response and security programs**

Work Element 1229: Regional Transportation Emergency Operations

A. Project Description

Objectives

- Work with state, regional and local agencies to ensure timely and coordinated response to any regional emergency, through advanced planning and preparation such as the development of regional emergency response coordination plans, the Regional Transportation Emergency & Security Planning Report, the facilitation of regional transportation emergency preparedness exercises and coordination of security training for transportation agency personnel.
- Support federal legislation to promote adequate security funding for multimodal transportation systems.
- Support federal legislation to ensure timely reimbursement of emergency funding used to repair damaged transportation infrastructure.

Description

- MTC's regional emergency response and security planning efforts focus on ensuring emergency response readiness and securing critical transportation infrastructure.
- MTC has established a regional transportation emergency preparedness goal to coordinate response and recovery efforts resulting from man-made and natural events in order to minimize the threat and impact to lives, property and the regional economy.
- These efforts include the development of regional emergency response plans; serving as a regional clearinghouse during the immediate response and recovery phase of an emergency; and coordination of annual emergency preparedness exercises.

B. Federal Planning Factors

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 security of the transportation system for motorized and non-motorized users.
- Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
- Improve the resiliency and reliability of the transportation system.
- Reduce or mitigate storm water impacts on surface transportation.

C. Previous Accomplishments

Objectives

- Enhance emergency multimodal response and coordination capabilities of regional transportation agencies

Accomplishments

- Conducted Regional Exercises

Work Products ■ Exercise Plans, Manuals, After Action Reports and Improvement Plans

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	<p>Tabletop Exercise (Annual)</p> <p>MTC shall work with the Trans Response Steering Committee and the exercise design team to define and develop the scenario to be used for the tabletop exercise/workshop. It is anticipated that the tabletop exercise/workshop scenario will be based on corrective actions identified from previously conducted exercises.</p> <p>The Tabletop Exercise will focus on a scenario that may include: mitigating the impacts of storm water on surface transportation, coordination during a large-scale exercise, or a terrorist attack on the regional transportation system.</p>	<p>Conduct of 2016 Tabletop/Workshop</p> <p>Three-year program of workshops and Tabletop/Exercises</p>	<p>August 2016</p> <p>TBD</p>	<p>January 2017</p> <p>(Various)</p>
2	<p>Functional Exercise</p> <p>MTC shall work with the Trans Response Steering Committee and the exercise design team to define and develop the scenario to be used for the Functional Exercise. It is anticipated that the Exercise scenario will be based on corrective actions identified from previously conducted tabletop/workshop exercises.</p>	<p>Conduct of 2017 Functional Exercise</p>	<p>January 2017</p>	<p>June 2017</p>
3	<p>Finalize Revisions to Transit Agency Emergency Operations Plans (EOCs)</p> <p>MTC shall assist transit operators in updating their EOPs to reflect current best practices in emergency management.</p>	<p>Updated Emergency Operations Plans</p>	<p>July 2015</p>	<p>August 2016</p>
4	<p>Develop Business Continuity of Operations Plan (COOP)</p> <p>Assist with the development of a Continuity of Operations ensure that an</p>	<p>Continuity of Operations Plan</p>	<p>August 2015</p>	<p>October 2016</p>

	agency is able to perform its critical functions following a regional incident or disaster.			
5	Training – 3 year program Conduct annual emergency preparedness training.	Emergency Operations Center Training	Ongoing	Conducted Annually

E. Anticipated Future Activities (FY 17-18)

Anticipated Future Activities

- Continue to conduct regional transportation emergency preparedness exercises.
- Participate in regional recovery coordination and planning efforts.
- Continue to provide emergency management training opportunities.
- Provide and customize incident management software for transit agencies.

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Total Expenses
294,909	149,034	0	443,943

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Total Revenues
20,000	100,000	323,943	443,943

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

- **Conduct financial analysis and planning**
- **Federal programming, monitoring and TIP Management**
- **Transit Sustainability Project**

Major Products to be delivered in FY 2016-17	Estimated Completion Dates
Proposed Estimate and Distribution of Transit Operating Revenue	Spring 2017
Annual Report: Financial Elements	Spring 2017
2013 Transportation Improvement Program Amendments	Ongoing
Transit Sustainability Project Task Orders	Ongoing
2016 TIP Development	Spring/Summer 2016
Proposition 1B (Transportation Bond) Program Delivery	Ongoing
FY 2015-16 to 2016-17 FTA Program Adjustments and Implementation	Spring/Summer 2016 and 2017
FY 2015-16 to FY 2016-17 STP/CMAQ Program Implementation	Spring/Summer 2016- 2017
Federal Funding Obligation Plan	Fall 2016
Finalize/Enhance Modules of Integrated Funding Database	Ongoing
Statistical summary of transit operators	Summer/Fall 2016
Performance Audit final reports	Summer 2016
Transit Capital Inventory Assessment of Bay Area Transit Operators – Phase 3	Spring/Summer 2016

Work Element 1233 Transportation Asset Management (TAM) Program

A. 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 and use an asset management system to develop capital asset inventories.
- Comply 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.
- 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

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
- 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
- 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 Technical Working Group

B. Planning Factors Addressed

- Establish prioritization for investment in the existing transportation system;
- Develop performance goals and track progress made in attaining them;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Reduce or mitigate storm water impacts of surface transportation;

C. Previous Accomplishments

- P-TAP grant program:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=2544508&GUID=9574AB51-3482-4C20-9817-D67917EF04AF>
- PCI Summary: <http://mtc.ca.gov/whats-happening/news/plenty-cracks-potholes-road-meeting-regions-pavement-quality-goals>
- Pothole Report http://mtc.ca.gov/library/pothole_report/Pothole_Report_2011.pdf
- Plan Bay Area Needs Assessments
http://planbayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Local_Street_and_Road_Needs_and_Revenue_Assessment.pdf
http://planbayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Transit_Operating_and_Capital_Needs_and_Revenue_Assessment.pdf
- Statewide Needs Assessment <http://www.savecaliforniastreet.org/read-the-report/>

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Provide technical training and support for StreetSaver users	Assistance as requested	7/01/16	6/30/17
2	Regional Transit Capital Inventory Update	Inventory of Transit Assets	7/01/16	6/30/17
3	Regional summary of pavement conditions	Regional Condition Summary	7/01/16	6/30/17
4	Regional asset conditions and funding needs analyses	Plan Bay area 2040 Needs Assessment	7/01/16	6/30/17
5	Statewide Needs Assessment	2016 Statewide Needs Assessment	7/01/16	6/30/17
6	Provide support to Local Street & Road and Transit Asset Management Technical Advisory Committee	Meetings and Meeting Materials	7/01/16	6/30/17
7	Implement the P-TAP Grant Program	Program of Projects	7/01/16	6/30/17

E. Anticipated Future Activities (FY 2017-18)

- Anticipated Future Activities**
- 2017 Regional Pavement Condition Summary
 - Transit Asset Management Plans
 - 2017 RTCI Update
 - 2018 Statewide Needs Assessment

F. Budget:

Salaries & Benefits	Indirect Services	Other Operating Expenses	Consultant	Total Expenses
712,652	360,142	37,000	360,340	1,470,134

FTA 5303 PL (Includes Toll Credit)	FTA 5303 PL (Requires L.M.) Est. C/O	General Fund	Local Funds	Total Revenues
150,000	210,340	1,109,794	0	1,470,134

Work Element 1511: Conduct Financial Analysis and Planning

A. Project Description

Objectives

- Develop realistic, innovative financial plans and strategies supporting the implementation of plans, programs and projects in 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.

B. Planning Factors Addressed

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Promote efficient system management and operation
3. Emphasize the preservation of the existing transportation system

C. Previous Accomplishments

- Prepared Draft and Final TIP and complementary financial analysis
http://files.mtc.ca.gov/pdf/TIP/2015/final_2015_tip_fca.pdf

- Developed annual fund estimate and distributions for Transit Operating Revenues
[http://www.mtc.ca.gov/funding/STA-TDA/Fund Estimate Revision Reso-4133.pdf](http://www.mtc.ca.gov/funding/STA-TDA/Fund_Estimate_Revision_Reso-4133.pdf)
- Developed Transit Operating Revenue forecasts for transit operators Short Range Transit Plans [http://files.mtc.ca.gov/pdf/FTA/SRTP Revenue Forecast.pdf](http://files.mtc.ca.gov/pdf/FTA/SRTP_Revenue_Forecast.pdf)
- Developed Plan Bay Area revenue forecasts
[http://planbayarea.org/pdf/final supplemental reports/FINAL PBA Financial Assumptions.pdf](http://planbayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Financial_Assumptions.pdf)
- Developed financial element of Plan Bay Area's Transportation Investment Strategy
[http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1875/Item 4a Pref. Land Use Scenario Transp. Invest. Strategy.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1875/Item_4a_Pref_Land_Use_Scenario_Transp._Invest._Strategy.pdf)
- Developed forecast of transportation revenue for Plan Bay Area 2040
[http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2458/ Oct 19 15 PTAC Final Pkt.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2458/Oct_19_15_PTAC_Final_Pkt.pdf)

Work

Products

- FY 2016-17 MTC Fund Estimate (Completion March 1, 2016)
- MTC Annual Report: Financial Elements
http://files.mtc.ca.gov/library/pub/5237_2014.pdf
- 2015 TIP Financial Analysis http://files.mtc.ca.gov/pdf/TIP/2015/final_2015_tip_fca.pdf
- Plan Bay Area 2040 forecasts.

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Develop FY 2017-18 annual fund estimate and distribution of Transit Operating Revenues	▪ Annual fund estimate and distribution for FY 2016-17 Transit Operating Revenues	9/01/16	6/30/17
2	Prepare financial elements of the Annual Report	▪ MTC Annual Report: Financial Elements	1/01/16	5/15/17
3	Develop Regional Transportation Plan revenue assumptions and draft forecasts	▪ Draft RTP forecast	7/01/16	6/30/17

E. Anticipated Future Activities (FY 2017-18)

Anticipated Future Activities

- TIP Financial Capacity Analysis
- Short Range Transit Plan Financial Forecast
- Development of the FY 18-19 Fund Estimate

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Total Expenses
306,243	154,761	0	461,004

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Total Revenues
20,000	100,000	341,004	461,004

Work Element 1512: Federal Programming, Monitoring and TIP Management

A. Project Description (FY 2016-17)

Objectives

- Participate with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), California Department of Transportation (Caltrans), regional agencies, transit operators, county transportation authorities, local jurisdictions, tribal governments, community organizations, stakeholders, and the public in identifying candidate projects for the Federal Transportation Improvement Program (FTIP) and developing federal programs to implement the Regional Transportation Plan (RTP)
- Participate with regional, local and state agencies, stakeholders, the general public and the private sector in efforts to identify, plan and influence policies, strategies, programs and regulations to maximize implementation of the transportation plan to the benefit of the region.
- Actively monitor overall federal funding levels, maintain apportionment and Obligation Authority (OA) balances and reconcile with state and federal balances on a regular basis. Ensure federal programs are financially constrained within the Federal Transportation Improvement Program (FTIP), consistent with federal and state regulations and procedures.
- Prepare and implement the Federal Transportation Improvement Program (FTIP) in consultation 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 and implement regional policies and guidance for the monitoring and on-time delivery of federal funds.
- Update funding plans and monitor implementation of major multi-year transit capital investments, including the Core Capacity Challenge Grant Program, Caltrain Modernization, and BART Railcar Replacement Phase 1 (see descriptions below).
- Prepare various funding investment analyses including evaluating the operation and maintenance of the existing transportation system; analyze funding decisions in relation to various identified categories; prepare financial capacity assessments; compare funding commitments to planned investment strategies; and prepare annual funding reports.

Description

- Support efforts to implement relevant aspects of the Fixing America's Surface Transportation Act (FAST Act). These efforts include providing data on transportation needs, and developing programs that maximize funding, maintain programming flexibility and facilitate project delivery. Analyze legislation, proposed rulemakings, and appropriation bills for impacts to existing and proposed transportation programs, and prepare estimation of specified federal transportation funds to be made available under federal surface transportation programs. Implement provisions of new legislation and annual appropriation bills across all impacted programs.
- As the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for the nine counties of the San Francisco Bay Area, MTC has programming responsibility for Surface Transportation Program (STP), renamed under FAST as the Surface Transportation Block

Grant Program (STBGP), Congestion Management and Air Quality Improvement Program (CMAQ) and large-MPO Transportation Alternative Program (TAP). MTC implements these programs by conducting programming cycles every few years, known as the One Bay Area Grant (OBAG) Program, and TAP element of the Alternative Transportation Program (ATP) (See also Work Element 1515). MTC works with our partner agencies, including Caltrans, FHWA and FTA to develop projects and programs to implement the investment strategies identified in the most recent Regional Transportation Plan (RTP). This effort includes development of priority funding categories, project solicitations at both the county and regional level, evaluation for eligibility and consistency with regional goals and objectives, and amendment of the project listing into the federal Transportation Improvement Program (TIP).

- As the designated recipient for selected Federal Transit Administration (FTA) funding, MTC is responsible for the assignment of FTA Section 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus and Bus Facilities (and, formerly, 5309 Fixed Guideway Modernization) funding to the federally-eligible transit operators within the region. This is achieved through a process known as Transit Capital Priorities, where the operators, in cooperation with MTC, develop annual programs for FTA funds within the urbanized areas of the Bay Area. MTC assigns FTA funding through the Program of Projects, which is updated annually, typically in the spring of each year, once appropriations and apportionments have been finalized. MTC programs a portion of the region's 5307 funds for job access and reverse commute projects through the Lifeline Transportation Program (see also work element 1310) MTC also develops regional funding policies and programs that reflect RTP policies for other FTA funding programs including Rural/Non-urbanized (Section 5311) and Seniors and Individuals with Disabilities (Section 5310). Furthermore, the Regional Transit Expansion Policy (MTC Resolution 3434) guides the region in expanding the regional transit system. Certain federal funds are identified as components of the Regional Transit Expansion funding plans including FTA New Starts, Small Starts, earmarks and FRA High Speed Rail funds.
- MTC programs FTA formula funds through the Transit Capital Priorities program to support major multi-year transit capital investment plans, including:
 - Core Capacity Challenge Grant Program – a 16-year, \$7.5 billion (including \$3.5 billion of federal funds) commitment to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region;
 - Caltrain Modernization – an eight-year, \$1.5 billion (including \$400 million of federal funds) commitment to implement Positive Train Control and electrify the Caltrain line, including procurement of electric railcars, which will enable the implementation of blended service with the California High Speed Rail line currently under development; and
 - BART Railcar Replacement Phase 1 – a 14-year, \$1.2 billion (including up to \$871 million of federal funds) commitment to replace 350 of BART's railcars.
- The federally required TIP is a comprehensive listing of San Francisco Bay Area surface transportation projects that are to receive federal funding, are

subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the TIP period. Federal regulations require MTC to prepare and adopt an updated TIP at least every four years or more frequently if required by the State of California (Caltrans). The entire update process takes a full year to complete. The TIP may be revised to make necessary changes to the project listings prior to the next update. MTC anticipates revising the TIP on a monthly basis unless special situations require a more or less frequent update schedule.

- To meet federal requirements, Assembly Bill 1012 (Chapter 783, Statutes of 1999- Torlakson), and California Government Code 16304 require the timely use of federal funds administered through the State. This includes most, if not all federal funds under MTC's responsibility. MTC adopted policies and procedures (MTC Resolution 3606, Revised) to ensure state and federal funding deadlines are met and funds are not lost to the region. MTC, working closely with the county Congestion Management Agencies (CMAs), monitors the delivery of federal funds on a continual basis through the development of program funding delivery reports and distribution of these reports through its website and at monthly meetings with partner agencies. MTC's Fund Management System (FMS) is an integral part of tracking these funds. MTC tracks overall federal funding levels, maintaining apportionment and Obligation Authority (OA) balances that are reconciled with state and federal balances on a regular basis, ensuring federal programs are financially constrained for these funds, consistent with the Caltrans OA management policy and FTA procedures.

B. Planning Factors Addressed (FY 2016-17)

- 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.

- Reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

C. Previous Accomplishments (FY 2015-16)

- Objectives**
- Same as above
- Accomplishments**
- 18 TIP Revisions - 470 projects totaling \$770 million in net funding change (Calendar Year 2015)
 - STP/CMAQ - \$125 Million delivered (FHWA Obligations) (FFY 2014-15)
 - FY 2014-15 Listing of Federally Obligated Projects (December 2015)
 - FY 2015-16 Annual Federal Obligation Plan (October 2015)
 - FY 2014-15 Listing of CMAQ Emission Benefits (November 2015)
 - FTA 5307/5337/5339 – amended FY15 preliminary Program of Projects to reflect final FTA apportionments (October 2015), adopted preliminary FY16 program (January 2016), and supported transit operator grant applications to FTA with concurrence letters and monitoring (July to September 2015); submitted FY15 5339 grant applications to FTA on behalf of transit operators; continued to implement agreement with Caltrans developed in FY13 regarding project selection and grant procedures for FTA 5307 and 5339 funds in small urbanized areas
 - FTA 5311 – adopted preliminary program for FY16 and FY17 (January 2016) based on preliminary regional share of state apportionments allocated by Caltrans
 - FTA 5310 – worked with Caltrans to implement preliminary program for FY13 and FY14 adopted in FY15 and submitted to Caltrans using new project selection and grant procedures developed with Caltrans, FTA and other stakeholders to map-21’s major revisions to Section 5310 (See also work element 1518)
 - Developed Cycle 2 regional ATP (included under Work Element 1515)

- Work Products**
- 18 TIP Revisions
 - FY 2014-15 Listing of Federally Obligated Projects
 - FY 2014-15 Annual Listing of CMAQ Emission Benefits
 - FY 2015-16 Annual Federal Obligation Plan
 - FTA 5307/5337/5339 final FY15 Program of Projects
 - FTA 5307/5337/5339 preliminary FY16 Program of Projects
 - 42 concurrence letters for FTA grants
 - FTA 5311 FY16 and FY17 Preliminary Program of Projects
 - Regional ATP (see Work Item 1515)

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Prepare 13 revisions to	▪ TIP	7/01/2016	6/30/2017

	federal 2017 TIP 23 CFR §450.326	<ul style="list-style-type: none"> Amendments ▪ TIP Administrative Modifications ▪ TIP Revision Financial Constraint Documentation 		
2	Prepare 2017 TIP Update 23 CFR §450.324	<ul style="list-style-type: none"> ▪ Draft FTIP Update ▪ Final FTIP Update ▪ Updated TIP Air Quality Conformity Analysis 	12/01/2015	12/15/2016
3	Prepare transportation investment analyses for the TIP	<ul style="list-style-type: none"> ▪ Various TIP Investment Analyses 	7/01/2016	6/30/2017
4	Monitor federal programs to ensure financial constraint and consistency with the TIP and RTP	<ul style="list-style-type: none"> ▪ Various Fund-Program Status Reports 	7/01/2016	6/30/2017
5	Manage and implement STP/CMAQ FY13 to FY18 Programming CA S&H Code 182.6, 182.7	<ul style="list-style-type: none"> ▪ STP/CMAQ OBAG1 Program 	7/01/2016	6/30/2017
6	Manage and Implement STP/CMAQ FY18 to FY22 Programming CA S&H Code 182.6, 182.7	<ul style="list-style-type: none"> ▪ STP/CMAQ OBAG2 Program 	7/01/2016	6/30/2017
7	Manage and implement federal TAP / State ATP Large MPO Competitive Program 23 USC § 213 (see also Work Item 1515)	<ul style="list-style-type: none"> ▪ TAP/ATP Cycle Program 	7/01/2016	6/30/2017
8	Prepare annual obligation plan for local federal-aid projects CA S&H Code 182.6, 182.7	<ul style="list-style-type: none"> ▪ Annual Obligation Plan 	07/01/2016	09/30/2016
9	Prepare annual listing of federally obligated projects 23 CFR §450.332	<ul style="list-style-type: none"> ▪ Annual Listing of Federally Obligated Projects 	11/01/2016	12/31/2016
10	Prepare annual CMAQ emissions benefit report 23 USC §149.h	<ul style="list-style-type: none"> ▪ Annual CMAQ Emissions Benefit Report 	11/01/2016	11/30/2016
11	Participate in California	<ul style="list-style-type: none"> ▪ Various TIP 	7/01/2016	6/30/2017

	Federal Programming Group (CFPG)	procedural Enhancements and Programming outcomes		
12	Implement regional funding-delivery policy guidance for FHWA-Administered funds	<ul style="list-style-type: none"> ▪ MTC Resolution 3606 Revised 	7/01/2016	6/30/2017
13	Engage in discussions for FAST implementation	<ul style="list-style-type: none"> ▪ Various Analyses supporting FAST 	7/01/2016	6/30/2017
14	Continue to implement new FAST Act requirements as they are developed by FHWA and FTA	<ul style="list-style-type: none"> ▪ Various administrative and programmatic updates, TBD 	7/01/2016	6/30/2017
15	Develop and adopt preliminary FTA 5307/5337/5339 FY17-FY18 Program of Projects (POP) and revise FY16 program to reflect final apportionments 49 USC 5307, 5337 and 5339	<ul style="list-style-type: none"> ▪ FTA Program of Projects (POP) TIP Amendments 	1/01/2016	12/31/2016
16	Revise preliminary FTA 5311 FY16 Program of Projects (POP) to reflect final apportionments 49 USC 5311	<ul style="list-style-type: none"> ▪ FTA Program of Projects (POP) TIP Amendment 	2/01/2016	4/30/2016
17	Revise preliminary FTA 5311 FY17 Program of Projects (POP) to reflect final apportionments 49 USC 5311	<ul style="list-style-type: none"> ▪ FTA Program of Projects (POP) TIP Amendment 	2/01/2017	4/30/2017

E. Anticipated Future Activities (FY 2017-18)

Anticipated Future Activities ▪ Same as above

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Other Operating Expenses	Total Expenses
1,484,062	749,977	0		2,234,039

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Other FTA 5310	Total Revenues
798,457	273,882	934,488	227,212	2,234,039

Work Element 1517: Transit Sustainability Planning

A. 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.

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.

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.

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 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.
- Reduce or mitigate storm water impacts of surface transportation and tourism.

C. Previous Accomplishments

- Project recommendations adopted in May 2012 - <http://www.mtc.ca.gov/planning/tsp/>.
- Project implementation commenced in June 2012.
- Round 1 TPI Incentive grants awarded in January 2013 –
- Round 2 TPI Incentive grants awarded in March 2014 - http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2188/04a_TPI-Incentive.pdf .
- Round 1 TPI Investment grants awarded in May 2012 - http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1852/4_TPI_Major_Corridors.pdf .
- Round 2 TPI Investment grants awarded in September 2014 -

http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2271/5b_TPI_Round2Programming_RESO-4035.pdf

- Completed Phase I of the Tri-City Transit Study - and transitioned potential Phase II work to Alameda CTC per project Policy Advisory Committee direction.
- Round 3 TPI Incentive grants awarded in May 2015 - http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2408/2i_TPI_Incentive_Program_Reso-4035.pdf

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Conduct AC Transit/BART Inner East Bay Fare Discount Pilot Program	<ul style="list-style-type: none"> ▪ Draft and Final Study Report including analysis of pilot participant behavior and potential opportunities for new fare products/discounts for customers using multiple transit systems. 	9/1/2014	7/31/2016
2	Support bus integration and station access improvements in anticipation of Sonoma Marin Area Rapid Transit service opening in late 2016	<ul style="list-style-type: none"> ▪ Draft Recommendations Report and Final Recommendations in Spring 2015 ▪ Consideration of recommendations in anticipation of late 2016 revenue service 	3/1/2015	12/31/2016
3	Continue programming and monitoring of Transit Performance Initiative programs (Investment and Incentive Program) to support a robust transit system in the Bay Area region.	<ul style="list-style-type: none"> ▪ Program of Projects adopted by Commission 	5/23/2012	6/30/2017
4	Continue to assist in development and monitoring strategic plans for largest seven transit agencies to meet performance measure targets established in the TSP	<ul style="list-style-type: none"> ▪ Annual Draft and Final Reports of progress towards performance measure targets 	Ongoing	Ongoing

E. Anticipated Future Activities (FY2017-18)

Anticipated Future Activities

- Continual implementation of TSP Recommendations and monitoring of progress towards performance targets.

F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses
200,000	101,071	2,431,279	2,732,351

FTA 5303 PL (Requires L.M.)	FTA 5303 PL (Requires L.M.) Est. C/O	General Fund	Total Revenues
680,000	1,791,279	261,072	2,732,351

FUNDED BY GRANTS – (Federal planning funds not used)

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**
- **Climate Initiatives**
- **Priority Development Area (PDA) Planning and Implementation**

Work Element 1124: Regional Goods Movement Plan

A. Project Description

Objectives	<ul style="list-style-type: none"> ▪ Continue to monitor/support statewide goods movement planning efforts and funding initiatives. ▪ Monitor the roll out of federal formula and discretionary freight programs from the FAST Act. ▪ Lead the Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California planning study in coordination with San Joaquin Council of Government, Sacramento Area Council of Governments, and Caltrans (also included under Appendix G) ▪ Lead and prepare an investment strategy for near term priority programs and projects from the adopted Regional Goods Movement Plan. ▪ Update Regional Seaport Plan as needed ▪ Convene Regional Airport Planning Committee
Description	<p>Continue to monitor/support statewide goods movement planning efforts and funding initiatives.</p> <ul style="list-style-type: none"> • MTC will continue to participate in the California Freight Advisory Committee (CFAC), which continues to meet quarterly to guide development of the California Freight Mobility Plan (CFMP). • Additionally, MTC will continue to participate in ARB’s Sustainable Freight Action Plan, as needed. • MTC will continue to monitor and advocate for new funding proposals for goods movement, including new revenue sources to support the Trade Corridor Improvement Fund (TCIF). • MTC’s adopted Cap and Trade framework advocates for Goods Movement funding out of the unallocated 40% of funds- MTC will continue to monitor Cap and Trade legislation. <p>Monitor the roll out of federal formula and discretionary freight programs from the FAST Act.</p> <ul style="list-style-type: none"> • Monitor new National Highway Freight Program and Nationally Significant Freight and Highway Discretionary Program. • Work with wider Northern California Trade Coalition on providing input to process. <p>Lead and prepare an investment strategy for near term priority programs and projects from the adopted Regional Goods Movement Plan.</p> <ul style="list-style-type: none"> • Convene stakeholders from the Bay Area and the wider “mega-region” to establish a focal point for northern California goods movement policy, advocacy, and funding strategy. • This group can help develop principles to guide the Bay Area members in the development of a near-term (5- to 10-year) prioritized list of strategies from the opportunity packages, to coincide with Plan Bay Area’s investment strategy in the summer of 2016. <p>Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California (also included under Appendix G)</p>

	<ul style="list-style-type: none"> • MTC will lead the Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California planning study in coordination with San Joaquin Council of Government, Sacramento Area Council of Governments, and Caltrans • The Study will identify specific high priority infrastructure needs and operational policies to improve key system bottlenecks and improve the efficiency of first and last mile access to major goods movement facilities and activity centers • The Study will identify strategies to supports an effective and efficient goods movement system that can meet not just current but also future needs, which is critical to maintaining economic competitiveness for local businesses and employers in a global economy, improving safety and quality of life in local communities, and ensuring quality jobs for working families. <p>Regional Airport Planning</p> <ul style="list-style-type: none"> • Convene Regional Airport Planning Committee (RAPC) • Consider potential impacts related to passenger and freight volumes at three major airports. <p>Regional Seaport Planning</p> <ul style="list-style-type: none"> • Seaport planning activities include amending the <i>Regional Seaport Plan</i> as necessary, including supporting BCDC in monitoring of waterborne cargo forecasts and evaluating port ground access improvements. • The San Francisco Bay Area Seaport Plan is the product of a cooperative planning effort of the Metropolitan Transportation Commission (MTC) and the San Francisco Bay Conservation and Development Commission (BCDC).
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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 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;

C. Previous Accomplishments

Objectives	<ul style="list-style-type: none"> ▪ Same as above
Accomplishments	<ul style="list-style-type: none"> ▪ Regional Goods Movement Plan adoption (February 2016) ▪ Freight Emission Reduction Plan (June 2016) ▪ Regional Airport System Planning Analysis Update 2011 (September 2011) ▪ San Francisco Bay Area Seaport Plan (Amended through December 2011)
Work Products	<ul style="list-style-type: none"> ▪ Same as above

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Participate in state goods movement meetings	<ul style="list-style-type: none"> ▪ Meeting notes 	Ongoing	
2	Monitor and advocate for new state funding proposals	<ul style="list-style-type: none"> ▪ Staff reports 	As needed	
3	Regional Seaport Planning	<ul style="list-style-type: none"> ▪ Plan Amendments 	As needed	
4	Regional Airport Planning- convene Regional Airport Planning Committee	<ul style="list-style-type: none"> ▪ Meeting notes ▪ Presentations 	Ongoing	
5	Regional Goods Movement Plan: Staff continue development of an updated to the Regional Goods Movement Plan in FY2014-2016, with final approval anticipated in FY2016-2017.	<ul style="list-style-type: none"> ▪ Task Reports ▪ Staff Reports ▪ Presentations ▪ Meeting notes and agendas 	7/1/2014	3/30/2016
6	Industrial Lands Access and Efficiency Study	<ul style="list-style-type: none"> ▪ Stakeholder engagement plan ▪ Existing Conditions ▪ Strategy Development 	7/2016 7/2016 12/2016	11/2016 2/2017

E. Anticipated Future Activities (FY 2017-18)

Anticipated Future Activities	<ul style="list-style-type: none"> ▪ Participate in the development of the next State Rail Plan. ▪ Participate in the development of the Sustainable Freight Strategy ▪ Continued implementation of FAST Act. ▪ planning requirements, including performance measurement related to goods movement. ▪ Implementation of Regional Goods Movement Plan. ▪ Continue to advance the Industrial Lands Access and Efficiency Study, including identifying key constraints, strategies for each focus area, and developing implementation plans and funding strategies
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Work Element 1310: Lifeline Transportation Program

A. Project Description

Objectives: The Lifeline Transportation Program provides grants for capital and operating projects intended to improve mobility for low-income communities in the Bay Area.

Description: The Lifeline Transportation program is funded by a mix of federal and state funding sources including FTA Section 5307 Urbanized Area funds (formerly FTA Section 5316 Job Access and Reverse Commute (JARC) funds) for which MTC is the designated recipient, State Transit Assistance funds, state Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) capital funds, and in some cycles by 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. 4072 and 4140), in the FY2013-14, FY2014-15, FY2015-16 and FY2016-17 Section 5307 programs, a portion of the Bay Area's large urbanized area funds were set aside for the Cycle 4 Lifeline Transportation Program. As with the other funds in the Lifeline Transportation Program, the 5307 Lifeline set-aside funds are programmed by the county Congestion Management Agencies (CMAs).

In Lifeline Cycle 4, 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, 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 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.

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.

C. Previous Accomplishments

Objectives

- Same as above

Accomplishments

- Prepared program guidelines for four funding cycles
- Oversaw county-level calls for projects and review and approved locally prioritized projects

Work Products

- For a list of grants awarded by the Lifeline program in Cycles 1 – 3, see: <http://www.mtc.ca.gov/planning/lifeline/>

- Lifeline Transportation Program Cycle 4 Guidelines (adopted October 2014)
- Lifeline Transportation Program Cycle 4 Program of Projects (adopted April 2015, revised July 2015)

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Approve programming for any remaining funds for the Cycle 4 program of projects; support implementation of Cycle 4 projects	Cycle 4 program of projects to fund for FY2014 – FY2016	July 2016	June 2017
2	Submit reports and documents to FTA as required	<ul style="list-style-type: none"> ▪ FTA Quarterly Reports ▪ FTA Annual Service Report 	July 2016	June 2017
3	For incomplete Cycle 3 projects, monitor subrecipients' compliance with federal requirements as applicable	Monitoring reports prepared as required	July 2016	June 2017
4	Prepare the Regional Means-Based Transit Fare Pricing Study, which was funded with \$300,000 of Lifeline Cycle 3 funds (see Work Element 1311 for details). Consider recommendations and implementation.	Draft Report (mid 2016) Final Report (late 2016) Potential recommendations and implementation	February 2016	June 2017
5	Develop Cycle 5 Lifeline program for FY17 to FY19	Lifeline Transportation Program Cycle 5 Guidelines and Program of Projects	Summer 2016	Spring 2017

E. Anticipated Future Activities (FY 2017-18)

Anticipated Future Activities

- Monitor ongoing Cycle 3, Cycle 4 and Cycle 5 Lifeline Projects
- Continue to plan, develop, and implement other projects and strategies that advance the findings of the Coordinated Public Transit-Human Services Transportation Plan.
- Implement the recommendations, if any, from the Regional Means-Based Transit Fare Pricing Study
- Provide technical support and assistance to project sponsors, county program administrators, and grant recipients
- For ongoing Cycle 3 Lifeline projects (if any), review and approve subrecipient invoices and quarterly reports (due to policy changes, there will be no MTC subrecipients from Cycle 4)
- For ongoing Cycle 3 Lifeline projects (if any), monitor subrecipients' compliance with federal requirements (due to policy changes, there will be no MTC subrecipients from Cycle 4)
- Submit reports and other documentation to FTA as required

Work Element 1413: Climate Initiatives

A. Project Description

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 and safeguard our infrastructure from sea-level rise.
- Assess, plan, and develop sea level rise adaptation strategies in the region, including the seven state-owned regional bridges. Previous work has identified acute vulnerabilities within the region that will need to be addressed in order to serve the current and future population of the region. The project will further the climate change adaptation discussion in the Bay Area in order to create a more resilient and sustainable future.

Description

- 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, 40% of GHG emissions is due to the consumption of fossil fuel in the transportation sector.
- MTC set aside a commitment of \$630 million in its Plan Bay Area to implement a comprehensive regional Climate Initiatives Program. This initiative focuses on individual actions, public-private partnerships, and incentives and grants for innovative climate strategies.
- MTC will evaluate their effectiveness in reducing GHG emissions for purposes of informing the development of the Sustainable Communities Strategy.
- In December 2009, MTC adopted the New Surface Transportation Act Cycle 1 Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Improvement (CMAQ) Project Selection Criteria and Programming Policy which, among other programs, includes the Climate Initiatives Program. The Climate Initiatives Program aims to test new strategies to reduce transportation-related emissions and vehicle miles traveled, encourage the use of cleaner fuels, and build a knowledge base through evaluation that informs Plan Bay Area. In 2014, MTC programmed Climate Program funding for car sharing and transportation demand management grant programs. Grant funding was awarded to these programs in 2014 (car sharing) and 2015 (parking and transportation demand management) and will be implemented throughout 2016 and 2017.
- Portions of the region's coast line with valuable transportation and community assets are highly vulnerable to sea level rise. Planning for these events must begin now in order to sufficiently address the complexity involved in adapting to climate change and work through the political and financial barriers. Additionally, the sooner that actions are taken the lower the costs will be in the future to protect and maintain critical assets.
- Update and refine previous sea level rise risk and vulnerability assessments.
- Develop a regional and multi-modal climate change adaptation strategies that will increase the resiliency and sustainability of the Bay Area's transportation system.

B. 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

C. Previous Accomplishments

Objectives ▪ Same as above

Accomplishments ▪ Implemented Innovative Grants, including implementation of 17 grant projects.
 ▪ Continued implementation of the Climate Initiatives Outreach Program, including the Spare the Air Youth program, implementation of an electric vehicle campaign, implementation of smart driving pilots, marketing and promotion of Innovative Grants and continuation of Spare the Air funding.
 ▪ Completed the Climate Initiatives program evaluation.
 ▪ Completed the Sea Level Rise Transportation Vulnerability and Risk Assessment Pilot Study (with grant funding from FHWA) and continue to monitor the topic for future action.
 ▪ Provided grant funding for Climate Initiatives Car Sharing projects (7 projects) and Parking and Transportation Demand Management (TDM) projects (6 projects)

Work Products ▪ Various

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Staff will continue to implement the Climate Initiative Program (outreach, grants, and program evaluation), including projects related to the OBAG 1 program (car sharing and parking/transportation demand management).	Various	7/1/16	6/30/17
2	Refined sea level rise and climate change analysis for the region, including the seven state-owned regional bridges	Various	7/1/16	6/30/17

E. Anticipated Future Activities (FY 2017-18)

Anticipated Future Activities ▪ Continue to implement the Climate Initiatives Program.
 ▪ Continue to plan, develop, and implement other climate protection plans and strategies.
 ▪ Assess, plan, and develop sea level rise adaptation strategies for the region.

Work Element 1611: Priority Development Area (PDA) Planning and Implementation

A. Project Description

Objectives

- Support Plan Bay Area implementation by encouraging development of housing, jobs, and services near existing and planned transit.
- 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.
- Support community planning processes that identify new, appropriate land uses for transit nodes and stations, including supportive TOD parking policies and programs.

Description

The Regional PDA Planning and Implementation Program focuses on two key elements – PDA Planning and the Transit Oriented Affordable Housing (TOAH) Fund, both of which support Plan Bay Area long-range transportation and land use goals.

PDA Planning - This program seeks to intensify land uses in and around transit stations and along transit corridors in PDAs throughout the region. Grants are available to local jurisdictions to complete a comprehensive planning process, typically a specific plan and a programmatic Environmental Impact Report (EIR).

These grants are a valuable tool to help jurisdictions realize Plan Bay Area land use goals. Completed plans have resulted in zoning for over 60,000 housing units, 103,000 new jobs and 26 million square feet of commercial development.

A subcomponent of the PDA Planning Program is the Technical Assistance Program. This program focuses on awarding consultant assistance to jurisdictions for completing discrete short-term projects to address specific PDA implementation challenges.

The Staffing Assistance Program, another subcomponent, helps to address staffing needs to carry out neighborhood planning and implementation efforts critical to Plan Bay Area implementation.

TOAH Fund - In 2011 contributed to a revolving loan fund which leveraged an additional private capital from community development financial institutions, foundations, and private banks, to create a \$50 million revolving loan fund for affordable housing developers for projects near transit in PDAs throughout the region.

Loans can originate through six local community development financial institutions who are partners in the Fund. Loan products available through the Fund include: predevelopment, acquisition, construction bridge, **construction-to-mini-permanent, and leveraged loans**. TOAH is managed by San Francisco-based Low Income Investment Fund (LIIF).

In 2013, MTC re-invested \$10 million into the fund, which will expand the

funding pool from \$50 million today to at least \$90 million by 2015. The fund has currently made loans to 7 affordable TOD projects.

Administer Parking Pricing Regional Analysis Project

In 2015 – 2016 the Parking Initiative will focus on the Value Pricing Pilot (VPP) Parking Pricing Regional Analysis Project. This project will analyze regional parking policy approaches and develop and demonstrate local parking strategies, both using a new regional parking database. This project is supported by a federal grant of \$560,000 from the FHWA Value Pricing Pilot (VPP) program.

Coordinate County Planning Funds

Coordinate with County Congestion Management Agencies (CMA) related to pass-through planning funds, as needed. Review PDA Investment and Growth Strategies upon submittal.

B. 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.

C. Previous Accomplishments

- Objectives**
- Same as above

Accomplishments Completed Work Products:

- Creation of \$50 million Transit Oriented Affordable Housing (TOAH) Fund in cooperation with the Low Income Investment Fund and four other Community Development Financial Institutions. An additional \$10 million into the fund will expand the funding pool from \$50 million today to at least \$90 million by 2014.
- The Fund has closed five loans totaling \$20 million (645 units). An additional four loans totaling \$19 million (460 units) are expected to be approved within the next three months. More than 75% of the units will be designated for residents with household income equal to or less than 80% of Area Median Income (AMI). Several additional projects are now moving through the TOAH pipeline toward closure.
- Awarded 61 PDA/Station Area planning grants totaling \$24 million.
- Awarded 26 Technical Assistance grants totaling \$1.5 million
- Awarded 5 Staffing Assistance grants totaling \$985,000
- 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)

- Work Products**
- Completed Station Area/PDA plans and Technical/Staffing Assistance projects
 - Funded projects/closed loans through TOAH Fund.
 - Parking Pricing Regional Analysis deliverables

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Administer and support PDA Planning Grant and Technical Assistance Programs (local jurisdictions, Completion TBD). Initiate regional studies that support PDA Implementation	Adopted land use plans, modified zoning, completed reports to be adopted by Planning Commissions and/or City Councils to support infill development. Reports supportive of PDA planning and implementation completed by MTC.	July 2016	June 2017
2	Additional investment into TOAH Fund	Closed loans, additional projects funded	July 2016	June 2017
3	Administer Parking Pricing Regional Analysis Project	Workshops, case studies, new regional parking databases, regional modeling work	July 2016	June 2017
4	Coordinate planning funds to county CMAs	Review PDA Investment and Growth Strategies upon submittal	July 2016	June 2017

E. Anticipated Future Activities (FY 2017-18)

- Anticipated Future Activities**
- Continue administration of planning, technical and staffing assistance grants targeting jurisdictions taking on majority of Plan Bay Area jobs and housing. Initiate regional studies that support PDA implementation.
 - Review updates to County PDA Investment and Growth Strategies upon submittal
 - Expand investment in TOAH Fund
 - Begin a study of land available for TOD near major transit service in the west bay. This project will conclude in late 2016.
 - Continue to pursue supportive TOD parking policies and programs through the FHWA-funded Parking Pricing Regional Analysis Project

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

- **Implement Regional Rideshare, Commuter Benefits Ordinance and 511 Marketing**
- **Support Transportation System Management Program**
- **Implement Regional Traveler Information Services**

Work Element 1222: Regional Carpool Program, Commuter Benefits Program & 511 Marketing

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.

The Regional Carpool Program focuses on forming and maintaining carpools and vanpools by:

- Operating and maintaining the region's automated online ride match software and database;
- Promoting the use of private sector carpool matching tools;
- Support and promote carpools as express lanes open;
- Promoting and incentivizing carpools and vanpools;
- Provide vanpool support services;
- Coordinating outreach with county partners and providing funding to these external agencies to support the partnership;
- Assisting during emergency situations and regional events affecting Bay Area travel; and
- Evaluating the services provided, as appropriate.

1. Bay Area Commuter Benefits Program activities include:

- Provide employer registration support for the Bay Area Commuter Benefits Program.
- Operate and maintain an employer registration database.
- Develop and maintain informational materials and self-help tools on 511.org.
- Staff a phone help line for Bay Area Commuter Benefits Program support.
- Support efforts to re-authorize the program beyond its pilot phase.
- Perform yet-to-be-determined support functions as required based on legislative re-authorization.

2. Marketing and Customer Communications activities include:

- Develop and implement media and outreach campaigns to support new and existing 511 features.
- Update and distribute the 511 brochure.
- Coordinate and update street banners in cities throughout the region.
- Distribute informational posters for the Regional Transit Information Centers (RTICs).
- Support customer education of 511 services.

Ongoing tasks:

- Perform program management and oversight for the Regional Carpool Program
- Contract for regional carpool activities described above
- Finish the procurement for the Regional Carpool Program
- Plan for and begin a Regional Vanpool Program procurement
- Coordinate with local TDM programs and county agencies
- Conduct educational outreach/promotion of the 511 traveler information system

Products

Carpool Program Status Reports
Carpool Program Implementation Plan
Vanpool Program Procurement
Carpool Program Contract
General 511 Program Marketing Plan
Maintain carpool and vanpool information on 511 and
511.org

Estimated Completion Date

Quarterly (or as required)
June each year
January 2017
November 2016
June each year
Ongoing

No CPG funds used

Work Element 1223: Support Transportation System Management Program

Description

The Transportation Management System (TMS) program encompasses (1) highway operations equipment; (2) critical freeway and incident management functions; and (3) Transportation Management Center (TMC) staff and 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 infrastructure, and ensure reliability and sustainability of a strong transportation management system.

Ongoing tasks:

Specific activities for FY 16-17 will include:

- Manage initiatives and complete tasks according to the work plan, processes, and budget included in the TMS Action Plan.
- Implement performance-based operation and maintenance strategies on traffic operation devices located along high priority corridors
- Improve access to comprehensive and accurate device inventory information to support equipment life cycle planning
- Identify opportunities for device deployment and replacement.
- Initiate high priority communications connectivity projects.
- Monitor progress of device and communication repairs conducted as part of performance-based contract.
- 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.
- Manage a technical assistance contract for TMS projects. Develop and execute task orders.
- Report on key TMS initiatives and seek direction from the Freeway Management Executive Committee, which is made up of representatives from CHP, Caltrans and MTC.
- Convene TMS Working Groups (Caltrans, California Highway Patrol, and MTC) to discuss and gather relevant input on TMS technical issues.

Work Products

Provide maintenance and support for TMS projects

Estimated Completion Dates

Ongoing

Maintain and replace/restore traffic operation devices on high priority corridors

Ongoing

Updates to the TMS Action Plan and Annual Work Plan June 2017 (or as needed)

No CPG funds used

Work Element 1224: Implement Regional Traveler Information Services

Description

The 511 traveler information program provides traffic, transit, ridesharing, bicycling, and parking information via the phone (511), web (511.org), and other channels, including, regional electronic transit hub sign displays 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 dissemination of 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 is launching its Next Generation system in FY16/17, including an updated and streamlined phone service and website. The NextGen system will provide multimodal trip planning; real-time traffic conditions, incidents, closures, and construction; transit schedules and real-time transit departures; real-time static parking availability and pricing information; and carpooling, vanpooling, and bicycling information. 511 will also continue to provide support for regional programs, including the Bay Area Commuter Benefits Program and Drive Smart Bay Area, as well as local events affecting travel. 511 will also offer 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; and
- Supports numerous MTC/SAFE/BATA objectives.
- 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, APIs, and tools/widgets (e.g., transit trip planner) 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 |
| • Operate 511 Traveler Information Center | Ongoing |
| • Data feeds/APIs/tools for use by public agencies and developers | Ongoing |
| • 511 project enhancements | Ongoing |
| • Launch of Next Generation 511 system | June2016 |

(Other sources of funds are being used to fund the above projects – STP, STA & General Fund)

No CPG funds used

Work Element 1230: Improve Highway and Arterial Operations and 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

- **Emergency Communication Operations**
- **Arterial Operations Coordination**
- **Implement Incident Management Program**
- **Freeway Performance Initiative Corridor Studies & Implementation**

Work Element 1228: Emergency Communication Operations

Objective

To enhance emergency communication capabilities between emergency management and the region's transportation agencies.

Description

MTC has provided the 12 largest transportation agencies, Caltrans District 4, California Office of Emergency Services (CalOES) and nine County Emergency Management Agencies with stationary satellite phones to facilitate communication when traditional forms of communication are not available. Mobile satellite phones have been distributed to the General Managers of the largest 13 transportation agencies, four MTC executives and the MTC emergency operations center.

The 23-member stationary satellite phone talk group performs monthly communications checks and the 18 mobile satellite phone users receive annual one-on-one training from MTC Staff.

MTC staff will consider future modifications to this program by exploring current technology options.

Planning Factors Addressed

- 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
- Improve the resiliency and reliability of the transportation system

Tasks

- Conduct monthly stationary satellite phone communication drills.
- Provide annual training for mobile satellite phone users.

Major Products

Stationary Satellite Phone Communication Drills

Mobile Satellite Phone one-on-one training

Estimated Completion Date

Monthly

Annually

No CPG funds used

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 initiatives such as the Program for Arterial System Synchronization (PASS) 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.

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-monthly 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.
- **Next Generation Arterial Operations Program (NextGen AOP):** The NextGen AOP provides technical and financial assistance to Bay Area jurisdictions to improve arterial operations through the use of advanced technologies, including for example, adaptive traffic signal controls, transit signal priority, and real-time traffic monitoring.

Major Products

Support Arterial Operations Committee

Status reports on various arterial operations programs

Bi-monthly

Complete projects under the PASS

Complete projects under the NextGen AOP initiation

Organize Technology Transfer Seminars

Delivery Dates

Bi-monthly

Annually

Within 24 months of project

Bi-annually

No CPG funds used

Work Element 1235: Implement Incident Management Program

Description

To improve the management of incidents on Bay Area freeways, an Incident Management Task Force has been developed with state, regional, and local partners to recommend actions and projects to improve incident management (IM).

Tasks:

- An IM Task Force made up of CHP, Caltrans and MTC representatives meet every other month to help facilitate interagency cooperation and oversee the development of specific short term actions and projects to improve IM.
- 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.
- Develop Plans, Specifications and Estimates for the I-880 Northern Segment integrated corridor management project. Begin construction of the I-880 Northern Segment integrated corridor management project.

Major Products

Delivery Dates

Implement IM projects

Ongoing

Hold inter-agency incident coordination workshops

Quarterly

Plans, Specifications and Estimate (PS&E) for I-880 ICM Project

April 2016

I-880 ICM project construction

Fall 2016

No CPG funds used

Work Element 1237: Freeway Performance

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, and transit operations.

The Freeway Performance Initiative (FPI) is a comprehensive operations program that diagnoses key transportation problems, assesses and recommends specific mitigations, and implements recommended mitigations within available resources and partnership support. More specifically, major transportation corridors are analyzed and effective operational strategies for congestion mitigation and demand management are identified and prioritized. FPI delivers cost-effective operational strategies (such as ramp metering, Traffic Operations Systems, arterial/transit priority signal upgrades, and higher vehicle occupancy strategies) that complement and support the successful implementation of other regional and local transportation programs, including incident management strategies, Integrated Corridor Management (ICM) strategies, Connected Vehicles, and the Regional Express Lane Network. Overall, FPI planning and capital projects aim to better manage and operate Bay Area freeways, arterials, and transit systems.

Federal Planning Factors

The FPI is funded with Federal STP and CMAQ 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

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 Congestion Management Agencies (including local jurisdictions), and Bay Area transit operators.

- Conduct analyses for the feasibility of installing and activating ramp meters; develop staging plans for ramp metering implementation; conduct before and after studies to assess traffic operations after implementation; develop optimized ramp metering rates; and identify benefits and/or diversion effects of metering. Support county ramp metering Technical Advisory Committees.
- Work closely with Caltrans, Bay Area Congestion Management Agencies, and other partners in the capital project delivery of recommended operational/capital improvements.
- Conduct analyses for the feasibility of installing and activating other active traffic management and mobility management strategies, such as adaptive ramp metering, hard shoulder running, etc.
- Identify short and long-term transportation funding needs to fully implement and deliver FPI strategies.
- Support related operational planning activities in support of managed lanes, MTC Express Lanes Program, Connected Vehicles, etc.

Major Products

- Corridor studies/design alternative assessments
- Ramp metering implementation plans
- Other related technical studies/operational analyses
- Operational/capital improvements

Delivery Dates

- Ongoing
- Ongoing
- Ongoing
- Ongoing

No CPG funds used

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 deliver a suite of technology-based operational strategies that will help us achieve our goals.

Shared Use Mobility: Implements innovative projects and initiatives that promote shared forms of technology-based transportation options (e.g., car/vanpool, car/bikeshare, ridehail, on-demand shuttle/transit, etc.) to 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 Vehicles:** Supports connected vehicle, automated vehicle, and autonomous vehicle deployments in the region. It 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 local 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 the Port of Oakland; and
 - Deploying systems that support advanced traveler information dissemination to connected vehicles 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 connected vehicle and related technologies.

Federal Planning Factors

This program is 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

Products	Estimated Completion Date
Operations/Planning Analyses	TBD
Project Development	TBD
Deployment	TBD
Before/After Evaluations	TBD

Connected Vehicles

- Conduct technology studies and alternative assessments to evaluate the readiness and scalability of connected vehicle technologies.
- 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.
- Coordinate internally through oral and written reports to update management and/or staff on the status of the Shared Mobility 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.

Products	Estimated Completion Date
Reports on program activities and direction	Monthly
Status reports on active Shared Mobility 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

No CPG funded used

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, and monitoring and reporting on the project delivery and expenditure of funds.

Major Tasks

- **Transportation Asset Management (TAM) Program**
- **Regional Assistance Programs & Project Reviews**
- **State Programming, Monitoring and STIP Development**
- **FTA Elderly & Disabled/New Freedom Programming**

No CPG funds used

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) and State Transit Assistance (STA) 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: <http://mtc.legistar.com/gateway.aspx?M=F&ID=653abf5e-085d-4738-a1fc-b27a4b91d21d.pdf>
- Triennial Performance Audit Report: <https://mtc.legistar.com/LegislationDetail.aspx?ID=2507814&GUID=0F0910C6-7078-4932-B6A2-59B6A6A92D94>

Products

Administer Triennial Performance audit program contract
Prepare annual claim forms and instructions
Triennial Performance Audit final reports
Productivity Improvement Program

Estimated Completion Date

Ongoing
Spring 2017
Summer 2016
Fall 2016

Work Element 1515: State Programming, Monitoring and STIP Development

A. 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), and Senate Bill 862 (Chapter 36, Statutes of 2014) and consistent with the overall investment objectives in the Regional Transportation Plan (RTP). Ensure compatibility with federal investment procedures and choices as conducted pursuant to federal programming activities described above.
- Implement the 2016 Regional Transportation Improvement Program (RTIP) and 2016 State Transportation Improvement Program (STIP) in cooperation with Congestion Management Agencies (CMAs), Transit Agencies, Caltrans, and the California Transportation Commission.
- Implement the Cycle 2 Active Transportation Program (ATP)
- Develop and implement the Cycle 3 Active Transportation Program (ATP)
- Successfully deliver projects using state transportation funds, including STIP, Proposition 1B funds, and the Cap and Trade Low Carbon Transit Operations Program (LCTOP), within the deadlines prescribed by the fund source.
- Actively monitor and assist in the delivery of project funding, produce and distribute project monitoring status reports.
- Develop and implement 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.
- 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, including:
 - Regional Transportation Planning Agency (RTPA) Group
 - Local Highway Bridge Program (LHBP) Advisory Committee
 - Highway Safety Improvement Program (HSIP) Advisory Committee
 - Transportation Coordination Committee (TCC)
 - California Transportation Infrastructure Funding System (CTIFS)
 - 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.

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 FY2016-17 State budget proposes \$2.2 billion 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 has created a web-enabled fund tracking database known as the Fund Management System (FMS), which is used to monitor STIP projects as well as to process STIP projects in the Transportation Improvement Program (TIP). MTC plans to further enhance FMS based on changes in law and program deadlines and rules including reporting capabilities for the new Active Transportation 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 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;

C. Previous Accomplishments

Objectives

- Same as above

Accomplishments

- Implementation and delivery of the 2014 STIP (Ongoing)
- Development of the 2016 RTIP and STIP
- 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.
- Participation in various statewide funding, programming, and delivery committees and groups
- Development of Cycles 1 and 2 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.
- Adoption of regional Cap and Trade framework to guide programming and prioritization of Cap and Trade funds over the Plan Bay Area 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.

Work Products

- Monthly project status reports for 2014 STIP delivery
<http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
- 2016 RTIP
- http://mtc.ca.gov/sites/default/files/%2100_2016%20RTIP%20Final_NoMapPPR.pdf
- STIP Amendments and Extensions
- <http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and>
- Cycle 1 Regional Active Transportation Program
- Cycle 2 Regional Active Transportation Program
- http://mtc.ca.gov/sites/default/files/_2015%20rATP2%20Final%20Program.pdf

- Updated and enhanced fund management and project tracking database
<http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
- Program of Projects for FY 15 LCTOP

D. Work Plan (FY 2016-17)

Task No.	Task Description	Work Products	Start Date	End Date
1	Prepare STIP Amendments and Extensions as requested	<ul style="list-style-type: none"> ▪ STIP Amendments ▪ STIP Extensions 	7/01/2016	6/30/2017
2	Prepare status reports on 2016-17 STIP project delivery	<ul style="list-style-type: none"> ▪ Status Reports on 2016-17 STIP Delivery 	7/01/2016	6/30/2017
3	Prepare status reports on Proposition 1B project delivery	<ul style="list-style-type: none"> ▪ Status Reports on Prop. 1B Delivery 	7/01/2016	6/30/2017
4	Develop enhancements to web-enabled funding database	<ul style="list-style-type: none"> ▪ Updated database 	7/01/2016	6/30/2017
5	Participate in various statewide funding, programming, and delivery committees and groups	<ul style="list-style-type: none"> ▪ Documents produced by committees 	7/01/2016	6/30/2017
6	Implement the 2016 RTIP in coordination with CMAs, transit operators, and Caltrans	<ul style="list-style-type: none"> ▪ Provide assistance as needed to STIP project Sponsors and CMAs 	7/01/2016	06/30/2017
7	Implement Cycles 1 and 2 ATP	<ul style="list-style-type: none"> ▪ Cycles 1 and 2 ATP 	7/01/2016	06/30/2017
8	Develop and Implement Cycle 3 ATP	<ul style="list-style-type: none"> ▪ Cycle 3 ATP 	07/01/2016	06/30/2017
9	Develop Regional Advance Mitigation Planning (RAMP) Program	<ul style="list-style-type: none"> ▪ RAMP Framework for Implementation 	6/01/2016	06/30/2017
10	Attend CTC meetings	<ul style="list-style-type: none"> ▪ Email of meeting highlights for stakeholders and Letter for CTC Commissioners 	7/01/2016	6/30/2017
11	Develop FY 2016-17 LCTOP Population-Based program	<ul style="list-style-type: none"> ▪ Annual Transit Operating and Capital Program 	07/01/2016	06/30/2017

E. Anticipated Future Activities (FY 2017-18)

Anticipated Future Activities ▪ Same as above

F. Budget

No CPG funds used

Work Element 1518 FTA Elderly & Disabled/New Freedom Programming

Description

The FTA Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Caltrans is the designated recipient of 5310 funds, but has entered into a memorandum of understanding with MTC to jointly administer the FY2013 and FY2014 program. MTC is responsible for project selection for the Bay Area's Large Urbanized Areas. In this role, MTC's responsibilities 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. MTC continues 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. Discussions are ongoing with Caltrans as to roles and responsibilities for the FY15 and beyond programs.

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. MTC was the designated recipient of FTA Section 5317 New Freedom funds for the Bay Area's large urbanized areas. MTC has programmed the last cycle of New Freedom, however MTC continues to perform regular program oversight functions for Cycles 1-5.

Ongoing tasks:

- Prepare program guidelines for each grant cycle
- Conduct Calls for Projects and project selection process
- Prepare Section 5310 programs of projects and regional priority lists
- Prepare and maintain New Freedom subrecipient funding agreements
- Review and approve New Freedom subrecipient invoices and quarterly reports
- Monitor New Freedom subrecipients' compliance with federal requirements
- Submit reports and grant amendments to FTA as required

Work Products	Estimated Completion Date
FY2016 – FY2017 Section 5310 Programming	Late 2016, depending on timing of Caltrans call for projects
FTA Quarterly Reports	Quarterly
FTA Annual Report	Mid 2016 or when requested by FTA
Future Cycles of 5310 Programming	Not yet announced by Caltrans

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**
- **Administrative Services**
- **Graphic Services**
- **Building Maintenance**
- **Information Technology Services**

No CPG funds used

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), 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, OMB Circular A-133, 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 for annual audit results.

Ongoing tasks:

- Direct and coordinate annual agency budget preparation, implementation and monitoring
- Conduct contract compliance annual audits, including OMB Circular A-133 standards
- Conduct annual audit of MTC's financial records in accordance with GAAP, GASB and OMB A133
- Maintain financial records in accordance with GAAP, GASB and OMB Circular A-133 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, monitoring, coordinate quarterly progress reports
- Investment reports
- Administering the general internal controls necessary to meet audit requirements
- Financial Statement preparation and monitoring
- Invoice funding sources for grants
- Major upgrade of current financial system
- Administer and monitor the agency budgets
- Produce quarterly progress reports to Caltrans
- Conduct third party audits as needed
- Implement 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

Products

Estimated Completion Date

Operating and Capital Budgets	July 2016
Financial Reports	Monthly
Financial Summaries	Monthly
Requisitions to Funding Sources	Monthly or as required
Quarterly Progress Reports	Quarterly
Annual Independent Audit	Fall 2016
Investment Reports	Monthly
OWP	June 2016
Compliance Audits	as Required

*** Included as part of ICAP**

Work Element 1153: Administrative Services

Description

MTC’s Administrative Services (ADS) 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 Regional Administrative Facility Corporation (RAFC).

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 2016
Compliance Monitoring (all programs)	Ongoing
General Services Support	Ongoing
Facilities Administration	Ongoing
Annual Anticipated DBE Participation Level Report	July 2016
DBE Semi- annual Progress Reports	October 2016/April 2017
Business Insurance Renewal	April 2016

*** Included as part of ICAP**

Work Element 1154: Graphics Services

Description

MTC's graphics staff provides graphic, artistic and technical support to MTC for presentation in print publications, maps, and documents, PowerPoint presentations, video, photography and on the Web.

Ongoing tasks:

- Designing and producing MTC publications: (e.g., Plan Bay Area, Statistical Summary of Transit Operators, Annual Report to Congress and Annual Report to State Legislature)
- Incorporating GIS data into maps for the web, in publications and for display at meetings
- Creating PowerPoint presentations for internal and public meetings
- Designing and producing data graphics for use at meetings or in publications.
- Designing and producing MTC newsletters (e.g., Street Talk)
- Creating maps and presentation materials for outreach meetings
- Maintaining a comprehensive catalog of MTC's photo resources
- Creating and maintaining pages on MTC's website
- Shooting still photos and video at events and of transportation subjects
- Editing video and creating motion graphics for video presentation
- Developing new systems for making forms available to staff online

Products

Website maintenance
Other graphics products

Estimated Completion Date

Daily
As required

*** Included as part of ICAP**

Work Element 1157: Building Maintenance

Description

Provides management services to the Regional Administrative Facility Corporation (RAFC), including providing staff services for the Metro Center building and its occupants.

Ongoing tasks:

Through the Administrative Services Section, MTC provides the following management and staff services to RAFC:

- Prepares and presents materials and recommendations to RAFC Board of Directors.
- Develops and administers RAFC policies and procedures.
- Prepares, administers, monitors and reports implementation of RAFC budgets.
- Provides RAFC purchasing, procurement and contract management services.
- Provides facilities management, maintenance and staff services for RAFC.
- Administers Metro Center building safety and security program.
- Secures annual fiscal audit of RAFC operations.
- Submits annual Tax Returns (Federal/State)

Products

RAFC Board Agendas and Packets
RAFC Operating and Condominium Reserve Budgets
RAFC Contracts
RAFC Annual CPA Audit and Tax Returns

Estimated Completion Date

As required
June 2016
On-going
November 2016

*** Included as part of ICAP**

Work Element 1161: Information Technology Services

Description

Provide ongoing 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 Web audio-cast of Commission and committee meetings
- Records management policy implementation
- Application development and customization for business 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

*** 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 and Advocate for an Effective Legislative Program
- Advocate Legislative Programs

Major Products to be delivered in FY 2016-17	Estimated Completion Dates
Annual Report to Sacramento delegation	Winter 2017
Annual Report to Congressional Delegation	Winter 2017

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. 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.

Major Tasks

- Legislative Program
- Monitor changes to federal and state legislation and regulations and disseminate information
- Review and analyze new legislation and budget proposals
- Prepare and distribute legislative history and fact sheets
- Provide updates on transportation matters to MTC staff, commissioners and MTC Policy Advisory Council
- Develop legislative programs and proposals
- Develop and advocate positions on:
 - Funding for Bay Area transportation projects and programs
 - State and federal fund programming reform
 - Climate change related legislation
 - Affordable housing related legislation
 - Structural reforms to ensure adequate and predictable funding for transportation infrastructure
- Prepare legislative action alerts and testimony
- Maintain the legislative portion of MTC's Web site
- Represent MTC before Congress, U.S. DOT, the State Legislature, and related agencies
- Coordinate agency efforts in legislative strategies related to current and future federal surface transportation programs and legislation, and state funding and project delivery reforms.
- Actively participate in state and national forums involving the formation of legislative and regulatory proposals

Products

Legislative History
Fact Sheets, Issue Papers
Updates on Bay Area transportation
Legislative and regulatory evaluations
Legislative Action Alerts
Annual Report to Sacramento delegation
Annual Report to Congressional Delegation

Estimated Completion Date

Monthly
As required
As required
As required
As required
Winter 2017
Winter 2017

Not funded through the OWP process

Work Element 1132: Advocate Legislative Programs

Description

To achieve these objectives, MTC staff develops legislative positions and proposals, obtains Commission approval, and advocates our positions and proposals to the appropriate legislative bodies. Advocacy includes visits between staff and Commissioners and state and federal elected officials. No state or federal funding is used to support advocacy programs.

Ongoing tasks:

- Develop legislative programs and proposals
- Develop and advocate positions on:
 - Funding for Bay Area transportation projects and programs
 - State and federal fund programming reform
 - Climate change related legislation
 - Affordable housing related legislation
 - Structural reforms to ensure adequate and predictable funding for transportation infrastructure
- FSP and operational program funding
- Address funding shortfalls
- Prepare legislative action alerts and testimony
- Provide content for and keep updated the legislative portion of MTC's Web site
- Represent MTC before Congress, U.S. DOT, the State Legislature, and related agencies
- Coordinate agency efforts in legislative strategies related to current and future federal surface transportation programs and legislation, and state funding and project delivery reforms.
- Utilize staff and consultants to actively participate in state and national forums involving the formation of legislative and regulatory proposals.

Products

Legislative Action Alerts
Annual Report to Sacramento Delegation
Annual Report to Congressional Delegation

Estimated Completion Date

As required
Winter 2017
Winter 2017

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 Call Box System**
- **SAFE Freeway Service Patrol (FSP)**

Major Products To Be delivered in FY 2016-17	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
- Implement Call Box Strategic Plan
- 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
- Investigate, design, and obtain crash test data for modified call box designs
- Implement Freeway Assist service using the 511 phone system
- Modify call box system to take into account increased cell phone usage and changing technologies, including digital upgrade, increased spacing, and other similar measures to implement the call box urban reduction plan by removing call boxes in the urban areas and installing 511 Freeway Assist signs.

Products

Reports on call box system usage and operation
Status reports on call box maintenance and operations
Present budgets, expenditures, reports to SAFE Board

Estimated Completion Date

Monthly
Monthly
Quarterly

No CPG funds used

Work Element 6032: SAFE Freeway Service Patrol (FSP)

Description

MTC, CHP and Caltrans initiated FSP service in late August 1992 on one beat covering 10 miles of congested freeway with three trucks. Since that time, service has been expanded to over 80 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

Provide freeway patrol service
Present budgets, expenditures, reports to SAFE Board
Provide data on Bay Area Traffic conditions for public use

Estimated Completion Date

Ongoing
Quarterly
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**
- **Regional Express Lanes**

Major Products To Be delivered in FY 2016-17	Estimated Completion Dates
Program Project Monitoring report	Monthly
Annual Toll Bridge Report to the Legislature	Fall 2016
Audit of toll revenues and expenditures	Fall 2016

Not funded by CPG Grants

Work Element 1251: Project Management

Description

On January 28, 1998, State law created the Bay Area Toll Authority (BATA). BATA was initially created to oversee the base toll and implementation of Regional Measure 1 projects. Since 1998, the voters added \$1.5 billion to the Regional Measure 2 program and the State added administration of the \$6.2 billion bridge seismic retrofit program.

Ongoing tasks:

- Coordinate, budget, and deliver Caltrans and BATA operating and maintenance activities
- Coordinate the budget, and delivery of the Toll Bridge Rehabilitation Plan with Caltrans, including oversight and direct project delivery
- Maintain the toll plazas and toll collection systems
- Support other toll related projects and activities

Products

Annual Capital Budget
Toll Bridge Rehabilitation Projects

Estimated Completion Date

On-going
On-going

Not funded by CPG Grant

Work Element 1252: BATA Lane Operations and Toll Collection

Description

In 2005, BATA completed the contract process for a new joint Regional Customer Service Center. In 2014, BATA completed an upgrade of the Customer Service Center system, and the service center is currently processing transactions for BATA, Golden Gate, the SFO Airport and Express Lanes. In 2013, BATA completed the deployment of new toll equipment and software (ATCAS II) at the State owned Toll Bridges. This contract also provides for the operations and maintenance of the vendor provided equipment and software. BATA staff maintains the data network that supports the ETC equipment at the Toll Plazas.

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
- Toll Collection Strategic Plan
- Manage and operate the Regional Customer Service Center
- Administer contract for operations and maintenance of toll equipment in the field
- Integrate ACTC and MTC Express Lanes systems to be supported by the Regional Customer Service Center
- Manage BATA network infrastructure
- Regular management of manual toll collection budget with Caltrans staff

Products

Bay Area Toll Bridge Program FY 2016-17 Budget
Regular maintenance of ETC Toll system

Estimated Completion Date

July 2016
Monthly

Not funded by CPG Grant

Work Element 1253: BATA Administration

Description

The toll revenue for which BATA has management responsibility derives from tolls collected on the seven state-owned Bay Area toll bridges and is used to support the following:

- Toll bridge operations and administration
- Toll bridge maintenance
- Toll bridge rehabilitation and operational improvement projects
- Toll-funded transit programs
 - AB 664 Net Revenues (public transportation capital support)
 - 90 percent Regional Rail Reserves (public transportation capital support)
 - 2 percent Transit Transfers (public transportation capital and operating support)

Ongoing tasks:

- Bridge toll revenue allocation policy.
- Annual financial report of state-owned toll bridges.
- Toll schedule for Bay Area bridges
- Programming and annual allocations of net bridge toll revenues
- BATA-Caltrans Cooperative Agreement

Products

Financial planning and policy documents

Estimated Completion Date

As required

Not funded by CPG Grant

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
- Produce BATA financing documents
- Manage Bay Area Toll Account, including investment of funds, financial reporting and audits
- Financial planning and modeling for investment of Bay Area Toll Account funds, including preparation of information necessary for issuance of debt instruments (if warranted) to assure funding of bridge projects

Products

Bay Area Toll Account investment reports
Annual Toll Bridge Report to the Legislature
Audit of toll revenues and expenditures
Financial Reports
BATA Audit

Estimated Completion Date

Monthly
Annually
Monthly
Monthly
Annually

Not funded by CPG Grant

Work Element 1255: Regional Measure 2

Description

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00 to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific transit operating assistance and capital projects and programs eligible to receive RM2 funding.

The Bay Area Toll Authority (BATA) is responsible for the collection of the bridge tolls and MTC is responsible for administering the Regional Measure 2 program. BATA's Long Range Plan was updated in December 2006 to incorporate the Regional Measure 2 projects.

In 2013, a Delivery Strategy program was undertaken to address RM2 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 2017.

Ongoing tasks:

- Project reviews
- Invoice review
- Progress reporting
- Project allocations (capital and operating)
- Performance assessment against performance measures for operating projects

Products

Project and Program Allocations
Progress Report to Commission
Operating Program Performance Review
Adoption of Operating Program Budget

Estimated Completion Date

As required
Semi-Annual / Annual
Annual
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 network of express lanes (or high occupancy toll lanes).
- The 270-mile network would be 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.
- This network will: improve mobility by providing travelers with another travel option; maximize the efficiency and throughput of existing and planned facilities; generate revenue needed to build and complete the express lane network, improving connectivity; support transit and ridesharing by creating reliable travel corridors for express bus riders and carpoolers.
- Express lane projects are authorized explicitly and are already in operations in Alameda and Santa Clara counties. The regional network will build on these efforts.
- In 2011, the CTC found MTC eligible to develop and implement an express lane network on portions of I-80, I-880, I-680, SR-92 and SR-84.
- In 2013, MTC delegated its authority to 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 is coordinating with BATA, Caltrans, CHP and CMAs to deploy its express lanes.
- Project development and construction is 100% locally funded.

B. Accomplishments

Objectives

- Deliver and operate express lanes under MTC's statutory authority.

Accomplishments

- Some accomplishments specific to delivering BAIFA's lanes in roughly chronological order are:
 - Created a strategy to deploy its express lanes in phases over time;
 - Completed design of a regional brand/logo called Bay Area Express Lanes and a statewide brand for switchable tags called FasTrak[®] Flex (October 2014);
 - Received Caltrans' approval of Preliminary Approval/Environmental Documents (PA/ED) for I-680 Southern Segment (September 2014);
 - Conducted public outreach meetings for Ala-880 (February 2015);
 - Received final Plans, Specification & Estimates (PS&E) approval from Caltrans for I-680 Southern Segment (April 2015);
 - Approved and updated a \$342 million Express Lane Program Expenditure Plan (June and December 2015), which refined express lane phasing priorities;
 - Awarded a contract to build I-680 Southern Segment (June 2015);
 - Received environmental clearance from Caltrans for the backhaul communications network (June 2015);
 - Received first FasTrak Flex toll tag shipment (June 2015);
 - Launched www.bayareaexpresslanes.org (July 2015);
 - Updated the Concept of Operations (July 2015);
 - Conducted a public outreach meeting for Sol-80 (August 2015);

- Received final design approval for both the backhaul from Caltrans (September 2015);
- Received PA/ED approval for ALA-880 (October 2015);
- Coordinated w/Caltrans to include certain Ala-880 elements (sign/light foundations, conduit) in their Median Barrier Replacement Project;
- Initiated work on I-680 Northern Segment in partnership with CCTA;
- Approved installation drawings for the toll system on CC-680 Southern Segment (December 2015)
- Received Caltrans approval of toll system installation drawings for CC-680 Southern Segment (December 2015);
- Conducting a procurement to build the backhaul communications network, and are about to award (est. January/February 2016);
- Conducting a procurement for Operations Services, including operating express lanes, and are about to award (est. March 2016)
- Working to complete Factory Acceptance Testing for the toll system (est. May 2016)

Work Products

- Concept of Operations
- Requests For Proposals (RFPs) and resulting contracts
- PA/ED Documents
- PS&E Documents
- FasTrak Flex logo
- www.BayAreaExpressLanes.org
- BAIFA Committee memos, presentations, etc.

C. Work Plan (FY 2016-17) *

Work in FY 16-17 will continue conversion of existing HOV lanes to express lanes.

Task No.	Task Description	Work Products	Start Date	End Date
1	Perform program management for BAIFA's Express Lanes such as: <ul style="list-style-type: none"> ▪ Organizational/Staffing Analysis ▪ Financial Analysis ▪ Schedule Analysis ▪ Risk Analysis ▪ Change Management ▪ Coordinate with other agencies developing BAIFA's express lanes ▪ Toll policy coordination, etc. 	<ul style="list-style-type: none"> ▪ Technical memos or reports ▪ Project Schedules ▪ Risk Register ▪ Change Control Document 	7/1/16	6/30/17
2	Perform public outreach and education to support project delivery and operations (website, in-person meetings, media, public open houses, etc.)	<ul style="list-style-type: none"> ▪ BayAreaExpressLanes.org ▪ Research ▪ Outreach plans ▪ Materials (maps, FAQs, presentation boards, etc.) ▪ Media buys 	7/1/16	6/30/17
3	Complete construction, including sign fabrication/install, of the I-680 Southern Segment.	<ul style="list-style-type: none"> ▪ Civil improvements 	7/1/16	6/30/17

4	Complete design of I-880 and procure a contractor for civil work.	<ul style="list-style-type: none"> ▪ PA/ED ▪ PS&E 	7/1/16	6/30/17
5	Complete installation and testing of the toll system on I-680 Southern Segment.	<ul style="list-style-type: none"> ▪ Testing results ▪ Toll system improvements 	7/1/16	6/30/17
6	Complete construction of the backhaul communications network for I-680 Southern Segment	<ul style="list-style-type: none"> ▪ Fiber optic cable network ▪ Leased line agreements 	7/1/16	6/30/17
7	Coordinate with BATA on FasTrak® Flex tag procurement, distribution, outreach/messaging and express lane customer service.	<ul style="list-style-type: none"> ▪ Outreach plans 	7/1/16	6/30/17
8	Plan for express lane operations in anticipation of opening I-680 Southern Segment.	<ul style="list-style-type: none"> ▪ Operations Plan 	7/1/16	6/30/17
9	Finalize enforcement plan with CHP for I-680 Southern Segment	<ul style="list-style-type: none"> ▪ Agreement 	7/1/16	6/30/17
10	Coordinate with CMAs, Caltrans and CHP on planning and operations of express lanes (ESC, PIWG, other meetings)	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Meeting agendas and notes 	7/1/16	6/30/17
11	Prepare items for BAIFA policy board review and approval.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Meeting agendas and notes 	7/1/16	6/30/17
12	Attend and present on BAIFA's express lanes at meetings of transportation agencies, local jurisdictions and others as requested	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Meeting agendas and notes 	7/1/16	6/30/17

*No work is funded with Consolidated Planning Grant Funds. All work is funded with other sources.

F. Anticipated Future Activities (FY 2017-18)

Anticipated Future Activities

- Continue civil and toll system project development according to phasing priorities established by BAIFA.
- Adopt toll ordinance for BAIFA's express lane operations.
- Open a 'regional operations center' at 375 Beale in San Francisco.
- Execute an operations and maintenance agreement with Caltrans. BAIFA will maintain the toll system and data communications network. Through development of this document, BAIFA and Caltrans will agree to terms for funding roadway maintenance.
- Create an Operations Plan and organize for operations.
- Perform public outreach and education to support opening of I-680 Southern Segment.
- Finalize an enforcement plan with CHP for I-680 Southern Segment.
- Open I-680 Southern Segment and monitor lane performance.

- Continue coordination with Caltrans, CHP and CMAs on project planning, development and implementation.
- Pursue project development activities for gap closure segments.

Not Funded by CPG Grant

BUDGET SUMMARY

FY 2016-17

FY 16/17 Total Overall Work Program Direct Services Project Expenditure Estimates (FINAL)

	Total Budget	Salaries, Benefits	Indirect Services	Other Operating Expenses	Consultant
Planning Funds					
1110 Commission and Advisory Committees	1,226,117	814,504	411,613	0	0
1113 Support the Partnership Board	823,298	546,913	276,385	0	0
1114 Support Policy Advisory Council	402,819	267,591	135,228	0	0
1120 Planning Emphasis Areas	9,225,112	4,527,812	2,288,148	45,000	2,364,152
1121 Regional Transportation Plan	1,538,799	1,022,217	516,582	0	0
1122 Analyze Regional Data using GIS and Travel Models	5,513,747	2,062,369	1,042,227	45,000	2,364,152
1125 Non-motorized Transportation Activities	237,963	158,078	79,885	0	0
1212 Performance Measurement and Monitoring	373,720	248,261	125,459	0	0
1311 Lifeline Transportation Planning	490,122	325,586	164,536	0	0
1312 Support Title VI	55,985	37,191	18,794	0	0
1412 Transportation Conformity and Air Quality Planning	228,627	151,876	76,751	0	0
1519 Transit Core Capacity Study	287,461	190,959	96,502	0	0
1612 Bay Area Regional Collaborative BARC Regional Climate Mitigation	498,687	331,275	167,411	0	0
1130 Legislation and Public Affairs	3,641,197	2,338,451	1,181,746	121,000	0
1112 Implement Public Information Program & Tribal Gov. Coordination	3,273,294	2,094,055	1,058,239	121,000	0
1156 Library Services	367,903	244,396	123,507	0	0
1230 Highway Arterial Operations Management	443,943	294,909	149,034	0	0
1229 Regional Transportation Emergency Operations	443,943	294,909	149,034	0	0
1510 Support Regional Transportation Investment	6,897,527	2,702,957	1,365,951	37,000	2,791,619
1233 Transportation Asset Management (TAM) Program	1,470,134	712,652	360,142	37,000	360,142
1511 Conduct Financial Analysis and Planning	461,004	306,243	154,761	0	0
1512 Federal, Programming, Monitoring and TIP Management	2,234,039	1,484,062	749,977	0	0
1517 Transit Sustainability/Planning	2,732,351	200,000	101,071	0	2,431,279
Total Planning Funds	21,433,895	10,678,633	5,396,491	203,000	5,155,771
Grants					
1120 Planning Emphasis Areas	9,364,543	1,148,927	580,615	0	7,635,000
1124 Regional Goods Movement Plan	135,758	90,184	45,575	0	0
1310 Lifeline Transportation Program	221,154	146,912	74,242	0	0
1413 Climate Initiative	602,821	400,451	202,370	0	0
1611 Priority Development Area PDA Planning & Implementation	8,404,810	511,381	258,429	0	7,635,000
1220 Traveler Coordination and Info Systems	3,270,344	2,159,189	1,091,155	20,000	0
1222 Regional Car Pool Program, Commuter Benefits & 511 Marketing	165,169	109,721	55,448	0	0
1223 Support Transportation System Management Program	918,880	610,408	308,472	0	0
1224 Implement Regional Traveler Information Services	2,186,295	1,439,060	727,235	20,000	0
1230 Highway and Arterial Operations Management	3,006,512	1,976,619	998,893	31,000	0
1228 Emergency Communication Operations	22,863	15,188	7,675	0	0
1234 Arterial and Transit Systems Management	459,705	285,451	144,254	30,000	0
1238 Technology Based Operations and Mobility	294,872	195,882	98,990	0	0
1235 Implement Incident Management Program	374,720	248,261	125,459	1,000	0
1237 Freeway Performance	1,854,352	1,231,838	622,514	0	0
1510 Support Regional Transportation Investment	1,599,607	929,753	469,854	0	200,000
1514 Regional Assistance Programs and Project Reviews	451,807	300,133	151,674	0	0
1515 State Programming, Monitoring and STIP Development	1,147,800	629,619	318,181	0	200,000
Total Grants	17,241,005	6,214,488	3,140,517	51,000	7,835,000
Administration					
1150 Agency Management	395,098	262,462	132,636	0	0
1152 Financial Management	0	0	0	0	0
1153 Administrative services	0	0	0	0	0
1157 Building Maintenance	395,098	262,462	132,636	0	0
1161 Information Technology Services	0	0	0	0	0
Total Administration	395,098	262,462	132,636	0	0
TOTAL MTC BUDGET	39,069,999	17,155,583	8,669,645	254,000	12,990,771
1130 Legislation & Public Affairs	585,254	388,781	196,472	0	0
1230 Highway and Arterial Systems Management	515,911	0	515,911	0	0
1250 Bay Area Toll Authority	5,861,241	0	5,861,241	0	0
Total not federally funded	6,962,406	388,781	6,573,624	0	0
MTC Total Expenditures for OWP Purposes	46,032,405	17,544,365	15,243,269	254,000	12,990,771
MTC/ABAG Regional Planning	3,798,001	0	0	0	3,798,001
Total Expenditures for OWP Purposes	49,830,405	17,544,365	15,243,269	254,000	16,788,772

FY 16/17 Total Overall Work Program Direct Services Project Revenue Estimates (FINAL)

	Total Budget Revenue	FHWA PL (1) FTA 5303 (2) Incl. T.C.		FHWA PL (3) FTA 5303 PL (4) Estimated Estimated FY 16 C/O FY 16 C/O		JARC/FTA 5339/5307 New				General	Local	
		Match	Match	FY 16 C/O	FY 16 C/O	STP PL	CMAQ	STP	Freedom/HU	Other FTA	Fund	Funds
Planning Funds												
1110 Commission and Advisory Committees	1,226,117	150,000	150,000	0	0	0	0	0	0	0	926,117	0
1113 Support the Partnership Board	823,298	100,000	100,000	0	0	0	0	0	0	0	623,298	0
1114 Support Policy Advisory Council	402,819	50,000	50,000	0	0	0	0	0	0	0	302,819	0
1120 Planning Emphasis Areas	9,225,112	2,913,000	760,000	956,648	1,332,504	795,000	0	0	0	227,212	1,928,905	311,843
1121 Regional Transportation Plan	1,538,799	1,100,000	200,000	0	0	0	0	0	0	0	238,799	0
1122 Analyze Regional Data using GIS and Travel Models	5,513,747	1,725,000	450,000	956,648	1,332,504	720,000	0	0	0	0	229,595	100,000
1125 Non-motorized Transportation Activities	237,963	3,000	10,000	0	0	0	0	0	0	0	224,963	0
1212 Performance Measurement and Monitoring	373,720	50,000	50,000	0	0	0	0	0	0	0	273,720	0
1311 Lifeline Transportation Planning	490,122	30,000	0	0	0	0	0	0	0	227,212	232,910	0
1312 Support Title VI	55,985	5,000	0	0	0	0	0	0	0	0	50,985	0
1412 Transportation Conformity and Air Quality Planning	228,627	0	10,000	0	0	0	0	0	0	0	218,627	0
1519 Transit Core Capacity Study	287,461	0	40,000	0	0	0	0	0	0	0	247,461	0
1612 Bay Area Regional Collaborative BARC Regional Climate Mitigation	496,687	0	0	0	0	75,000	0	0	0	0	211,687	211,843
1130 Legislation and Public Affairs	3,641,197	1,963,757	896,885	0	0	0	0	0	0	0	570,555	210,000
1112 Implement Public Information Program & Tribal Gov. Coordination	3,273,294	1,943,757	796,885	0	0	0	0	0	0	0	322,652	210,000
1156 Library Services	367,903	20,000	100,000	0	0	0	0	0	0	0	247,903	0
1230 Highway Arterial Operations Management	443,943	20,000	100,000	0	0	0	0	0	0	0	323,943	0
1229 Regional Transportation Emergency Operations	443,943	20,000	100,000	0	0	0	0	0	0	0	323,943	0
1510 Support Regional Transportation Investment	6,897,527	818,457	1,203,882	0	2,001,619	0	0	0	0	227,212	2,646,357	0
1233 Transportation Asset Management (TAM) Program	1,470,134	0	150,000	0	210,340	0	0	0	0	0	1,109,794	0
1511 Conduct Financial Analysis and Planning	461,004	20,000	100,000	0	0	0	0	0	0	0	341,004	0
1512 Federal, Programming, Monitoring and TIP Development	2,234,039	798,457	273,882	0	0	0	0	0	0	227,212	934,488	0
1517 Transit Sustainability/Planning	2,732,351	0	680,000	0	1,791,279	0	0	0	0	0	261,072	0
Total Planning Funds	21,433,895	5,865,214	3,110,767	956,648	3,334,123	795,000	0	0	0	454,424	6,395,876	521,843
Grants												
1120 Planning Emphasis Areas	9,364,543	0	0	0	0	7,635,000	0	0	0	0	1,729,543	0
1124 Regional Goods Movement Plan	135,758	0	0	0	0	0	0	0	0	0	135,758	0
1310 Lifeline Transportation Program	221,154	0	0	0	0	0	0	0	0	0	221,154	0
1413 Climate Initiative	602,821	0	0	0	0	0	0	0	0	0	602,821	0
1611 Priority Development Area PDA Planning & Implementation	8,404,810	0	0	0	0	7,635,000	0	0	0	0	769,810	0
1220 Traveler Coordination and Info Systems	3,270,344	0	0	0	0	0	165,169	2,006,295	0	0	918,880	180,000
1222 Regional Car Pool Program, Commuter Benefits & 511 Marketing	165,169	0	0	0	0	0	165,169	0	0	0	0	0
1223 Support Transportation System Management Program	918,880	0	0	0	0	0	0	0	0	0	918,880	0
1224 Implement Regional Traveler Information Services	2,186,295	0	0	0	0	0	0	2,006,295	0	0	0	180,000
1230 Highway and Arterial Operations Management	3,006,512	0	0	0	0	0	2,056,473	927,176	0	0	22,863	0
1228 Emergency Communication Operations	22,863	0	0	0	0	0	0	0	0	0	22,863	0
1234 Arterial and Transit Systems Management	459,705	0	0	0	0	0	459,705	0	0	0	0	0
1238 Technology Based Operations and Mobility	294,872	0	0	0	0	0	294,872	0	0	0	0	0
1235 Implement Incident Management Program	374,720	0	0	0	0	0	374,720	0	0	0	0	0
1237 Freeway Performance	1,854,352	0	0	0	0	0	927,176	927,176	0	0	0	0
1510 Support Regional Transportation Investment	1,599,607	0	0	0	0	0	0	0	0	0	1,399,607	200,000
1514 Regional Assistance Programs and Project Reviews	451,807	0	0	0	0	0	0	0	0	0	451,807	0
1515 State Programming, Monitoring and STIP Development	1,147,800	0	0	0	0	0	0	0	0	0	947,800	200,000
Total Grants	17,241,005	0	0	0	0	7,635,000	2,221,642	2,933,471	0	0	4,070,892	380,000
Administration												
1150 Agency Management	395,098	0	0	0	0	0	0	0	0	0	0	395,098
1152 Financial Management	0	0	0	0	0	0	0	0	0	0	0	0
1153 Administrative services	0	0	0	0	0	0	0	0	0	0	0	0
1157 Building Maintenance	395,098	0	0	0	0	0	0	0	0	0	0	395,098
1161 Information Technology Services	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration	395,098	0	0	0	0	0	0	0	0	0	0	395,098
TOTAL MTC BUDGET	39,069,999	5,865,214	3,110,767	956,648	3,334,123	8,430,000	2,221,642	2,933,471	0	454,424	10,466,768	1,296,942
1130 Legislation & Public Affairs												
	585,254	0	0	0	0	0	0	0	0	0	585,254	0
1230 Highway and Arterial Systems Management												
	515,911	0	0	0	0	0	0	0	0	0	0	515,911
1250 Bay Area Toll Authority												
	5,861,241	0	0	0	0	0	0	0	0	0	5,861,241	0
Total not federally funded	6,962,406	0	0	0	0	0	0	0	0	0	6,446,495	515,911
MTC Total Revenue for OWP Purposes	46,032,405	5,865,214	3,110,767	956,648	3,334,123	8,430,000	2,221,642	2,933,471	0	454,424	16,913,263	1,812,852
MTC/ABAG FHWA & FTA 5303 PL	2,287,358	2,036,225	257,131	0	0	0	0	0	0	0	0	0
MTC/ABAG TDA	770,644	0	0	0	0	0	0	0	0	0	770,644	0
MTC/ABAG STP Planning	740,000	0	0	0	0	720,000	0	20,000	0	0	0	0
Total Revenue for OWP Purposes	49,830,405	7,895,439	3,367,898	956,648	3,334,123	9,150,000	2,221,642	2,953,471	0	454,424	17,683,907	1,812,852

- (1): FHWA PL T.C. Match \$860,466
- (2): FTA 5303 PL T.C. Match \$381,538
- (3): FHWA PL T.C. Match \$109,727
- (4): FTA 5303 PL T.C. Match \$382,423

**APPENDIX A
FEDERAL TRANSIT ADMINISTRATION
FUNDED PROJECTS**

Caltrans Transportation Planning Grant Program

FTA Section 5304

Statewide or Urban Transit Planning:

- Embarcadero and Montgomery Capacity Implementation Study (\$237,500)
Applicant: Bay Area Rapid Transit District
The Embarcadero and Montgomery Capacity Implementation Study will produce a station capacity project implementation strategy for Bay Area Rapid Transit's two busiest stations - Embarcadero and Montgomery. Bay Area Rapid Transit has conceptual plans for a number of station capacity improvements at these stations - at the street level plus three subsurface levels. A variety of overlapping agencies have adjacent projects which must be coordinated for implementation with Bay Area Rapid Transit's projects. This project will develop consensus on an implementation path for these projects.
- City of Hayward Transit Connector Feasibility Study (\$177,060)
Applicant: City of Hayward
Description: The City of Hayward Transit Connector Feasibility Study will assess the feasibility of implementing a transit connector service in Hayward's industrial employment areas.
- ECCTA System Re-Design (\$240,000)
Applicant: Eastern Contra Costa Transportation Authority (TriDelta Transit)
Description: The Eastern Contra Costa Transit Authority System Re-Design will address the predicted changes in travel patterns of current and future bus patrons resulting from the widening of State Route 4 (the spine of ECCTA's service area) and the extension of Bay Area Rapid Transit ten miles into ECCTA's service area.

Rural or Small Urban Transit Planning:

- Coordinated Marin County Student Transportation Plan (\$100,000)
Applicant: Marin County Transit District
Description: This project will bring together the school districts and the countywide transportation agencies to improve mobility options for Marin's youth. The goals of the project will be to improve outreach, communication, and services while reducing duplicative efforts and administrative duties. An additional goal will be to identify where specific transportation options are likely to be most successful and relevant. The end result will be a set of recommendations tailored to each specific school site.

Transit Planning Student Internships

- AC Transit Transportation Planning Intern (\$50,000)
Applicant: Alameda Contra Costa Transit
Description: Under direct supervision of a Senior Planner/Engineer, two (2) student interns will gain twelve (12) months of valuable transportation planning experience at AC Transit. Interns will apply their academic training to real world challenges by assisting with area service plans, long-range plans, and/or large-scale capital projects. Duties will be wide-ranging, including data analysis, public outreach, technical writing, operations modeling, cost estimation, design review, and/or Computer-aided design drafting
- CalMod Transit Planning Internship Program (\$49,951)
Applicant: Peninsula Corridor Joint Powers Board
Description: The Peninsula Corridor Joint Powers Board Caltrain Modernization Program (CalMod) is seeking funding to establish a planning internship program to provide professional development opportunities for up to four graduate or undergraduate interns over the next two years. These interns

will engage in a variety of transit planning activities supporting the efforts of the CalMod program, which will upgrade the performance, operating efficiency, capacity, safety and reliability of Caltrain.

2014/2015 Transit Planning Studies

February 28, 2017

Transit Planning for Sustainable Communities Grants (planning studies)

- City of Hayward Cannery Area Regional Transit Alternatives Study (\$132,795)
Applicant: City of Hayward
This project will assess the feasibility of implementing a transit connector service in the City of Hayward's Cannery Area, connecting it with existing passenger rail and transit facilities and economic and employment centers.
- Design Guidelines for Multimodal BART Stations (\$300,000)
Applicant: Bay Area Rapid Transit District
This project will develop detailed design and implementation guidelines to enhance pedestrian and intermodal transit access within the entire BART system. Building upon the BART 2003 Access Guidelines and the 2010 Bicycle Plan, the project will assess pedestrian and transit accessibility using data, public and stakeholder outreach, and field surveys. Demonstration plans will be completed for El Cerrito del Norte and Fremont stations to address key issues and reality test the guidelines. The objective is to offer the detail needed to facilitate changes resulting from station enhancements, transit center expansion or transit-oriented development, and to prioritize stations with significant access needs.
- SMART Stations Bicycle Parking Investment Plan (\$100,000)
Applicant: Sonoma Marin Area Rail Transit
This project will identify a range of bicycle parking investments at Sonoma-Marin Area Rail Transit District (SMART) rail stations across two counties and ten cities (fifteen stations at build-out). The Plan will engage local partners to analyze what bicycle parking types are available, what markets need to be served along the corridor, and what investments would be desired and appropriate. Bicycles will be accommodated on board the SMART rail cars and ongoing station construction will allow some flexibility to build-out future bicycle parking facilities. The plan resulting from this process will help guide efforts to implement those investments over time.

Transit Planning for Rural Communities Grants (planning studies or internships)

- Rio Vista Transit Service Outreach and Analysis (\$99,950)
Applicant: City of Rio Vista
This project would educate residents on available transit services and programs and on alternative transportation services; seek feedback from residents to identify transit gaps through previous studies, use of random phone contacts, distribution of surveys and participation at key community gatherings; identify transportation gaps and discuss strategies; assess financial and operational resources; provide recommendations on strategies to address the need; and, receive community and City Council input before finalizing the implementation and marketing plan. The final product is intended be a "roadmap" to enhance transit services and programs within available resources to better meet the needs of a larger percentage of residents.
- LAVTA Introductory Transit Experience (\$50,000)
Applicant: Livermore Amador Valley Transit Authority
For the next two to four years, internships will be an essential part of Agency efforts to move forward with implementing new technology in order to promote more efficient, accessible, safe and reliable public transit. Interns are in a unique position to apply the skills that they are learning in school to the transportation problems that face the region. At the same time, they will receive needed instruction in

basic transit planning and public service principles, and will have the opportunity to have real world experiences that will prepare them for full-time employment upon graduation.

**APPENDIX B
STP FUNDED PROJECTS**

FY 2012/13 -2016/17

**Congestion Management Agency:
Planning and Programming**

BACKGROUND

Current federal statutes give 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. MTC assumes that these policies will be continued when the federal transportation statutes are reauthorized.

MTC relies upon the input of the other regional planning agencies including the San Francisco Bay Area Development and Conservation District and the Association of Bay Area Governments to assist in addressing State and federal transportation planning requirements. The Association of Bay Area Governments supports MTC in its efforts to coordinate regional land-use planning and growth issues with the transportation in the Regional Transportation Plan and other planning efforts. Working jointly with MTC and the San Francisco Bay Area Water Transit Authority (“WTA”), the San Francisco Bay Area Development and Conservation District develops a regional strategy for water-related Transit-Oriented Development (“TOD”) and shoreline priority development areas.

MTC provides funds to countywide transportation planning agencies, whether a Congestion Management Agency or a substitute agency, to play the major role in coordinating the efforts and interests of the constituent cities and transportation agencies within each county. Plan Bay Area, the Regional Transportation Plan/Sustainable Communities Strategy, will set a direction to respond to the need for climate protection, focused growth, and reduced vehicle miles of travel, and to build momentum to meet performance targets and goals per AB 32, and SB 375.

PROJECT DESCRIPTION

Congestion Management Agencies/substitute agency

Funding is conditioned on the AGENCY working cooperatively with MTC and the other regional agencies comprising the regional Joint Policy Committee (JPC) to implement our respective work programs.

Key objectives are for the CMAs/substitute agencies to use this funding:

- To implement the One Bay Area Grant (OBAG) programs as per MTC Resolutions 4035 and 4202 within the county;
- To promote successful program and project delivery and monitoring within the county for all funds, and especially federal funds;
- To establish a land use and travel forecasting process and set of procedures that is consistent with those of the Association of Bay Area Governments (ABAG) and MTC, or develop appropriate alternative analytical approaches in cooperation with MTC;
- To support other regional planning and programming efforts;
- To 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; and

- To engage in public participation as detailed in MTC Resolution 4202 and Attachments.

Association of Bay Area Governments (ABAG)

MTC provides funding for ABAG for regional transportation planning as described below:

- Support regional land use planning and coordination with Regional Transportation Planning activities. Some specific duties include:
 - Administration of the Station Area Planning program which was expanded to include priority development areas.
 - Development of supporting financial programs working closely with State agencies, as well as via MTC's Regional Transportation Plan.
 - Support of a technical advisory committee made up of various stakeholders and representatives from Priority Development Areas to provide input on potential incentives for the FOCUS program, development of outreach and educational materials, and to generally advise staff on issues as they arise
- Maintain Areawide Clearinghouse Notification and Review function according to Intergovernmental Review Guidelines established by the State (under Executive Order 12372) and pursuant to Federal laws requiring review of grant applications by areawide planning organizations.
- Participate in the development and implementation of air quality planning documents.
- Review Environmental Impact Reports ("EIRs") for projects that may impact airports and support the activities of the RAPC.
- Continue support of ABAG Regional Planning Committee as a forum for discussion of regionally significant issues including FOCUS Priority Development Areas and Priority Conservation Areas as well as other housing, environmental, water and legislative issues.
- Participate in the definition of realistic scenarios for the Emergency Operation Plan, including the forecast of damages for two functional and two tabletop exercises.
- Provide other planning support as needed for the development of the Regional Transportation Plan and related planning efforts.

San Francisco Bay Area Conservation and Development Commission (BCDC)

MTC provides funding for San Francisco Bay Area Conservation and Development Commission (BCDC) regional planning as described below:

- Working jointly with MTC and the San Francisco Bay Area Water Transit Authority ("WTA"), develop a regional strategy for water-related Transit-Oriented Development ("TOD") and shoreline priority development areas.
 - Review local general plans to determine the type of development that could be permitted in areas adjacent to existing and proposed ferry terminals and in other possible shoreline priority development areas. Identify four of the most promising terminal sites based on existing and planned updates to general and specific plans that contain support for transit-oriented development principles.
 - In addition to reviewing local general plans, analyze the other opportunities and constraints (e.g. possible land use conflicts with industrial uses or port operations or possible environmental constraints such as wetlands or requirements for dredging) of

approximately four of the most promising sites adjacent to existing and proposed ferry terminals.

- Identify opportunities to connect the four most promising terminal sites to existing neighborhood development patterns and improve connectivity between shoreline developments and existing communities.
- Assist in the development of station area plans for 3434 ferry terminals. Determine if this is a model that could be used in developing or redeveloping land adjacent to existing and proposed ferry terminals not identified as 3434 ferry terminals. Assist in developing priorities for additional station area plans for 3434 ferry terminals should MTC funds become available.
- Assist in establishing, coordinating and maintaining working groups for ferry sites beginning with the first MTC station area planning grant for Alameda Point.
- Attend and participate in WTA meetings, including meetings of the WTA's Technical Advisory Committee and Community Advisory Committee. Explore with the WTA the possibility of using the Technical Advisory Committee and Community Advisory Committee to provide technical assistance and feedback on water-oriented TOD around existing and proposed ferry terminals to the WTA, MTC, BCDC and other appropriate agencies and organizations.
- Provide project management duties for projects that need a permit from BCDC, including early review and technical assistance to address any issues early in the process and reduce permitting time and complexity.
- Serve as a liaison or identify and establish a contact person within federal and state resource agencies including the U.S. Fish and Wildlife Service, National Marine Fishery Services, National Oceanic and Atmospheric Administration, U. S. Army Corps of Engineers, California Department of Fish and Game, San Francisco Bay Regional Water Quality Control Board, State Lands Commission, Harbor Safety Committee of San Francisco, San Pablo and Suisun Bays, and appropriate local, regional and state agencies who can provide technical assistance and feedback on policy direction, regulatory matters and site specific issues.
- Attend Joint Policy Committee meetings and provide support where necessary.
- Provide appropriate administrative and planning support for the Regional Airport Planning Committee ("RAPC") including implementation of the RAPC work plan and support for any special task forces and advisory committees of RAPC as needed.
- Provide other planning support as needed for the development of the Regional Transportation Plan and related planning efforts.

Metropolitan Transportation Commission

MTC is requesting funding for various regional planning activities as supported in the Overall Work Program.

BUDGET

This effort involves the development of specific agreements to provide planning funds based on a generalized workscope included in the OWP. This list of tasks and functions is intended to be flexible in order to be able to accommodate changes made in State, federal, or regional requirements during the period of this contract.

**Regional Total for CMA Planning and Programming Funding Agreements
Total FY 2012-13 through FY 2016-17**

MTC STP	\$51,629,000	88.53%
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Funding by Agency

Alameda	\$8,140,000
Contra Costa	\$5,068,000
Marin	\$3,811,000
Napa	\$3,393,000
San Francisco	\$4,321,000
San Mateo	\$4,145,000
Santa Clara	\$7,145,000
Solano	\$3,726,000
Sonoma	\$3,393,000
Association of Bay Area Governments	\$3,393,000
BCDC.	\$1,626,000
MTC	\$3,468,000
Total	\$51,629,000

Schedule	Delivery Date
PDA Investment & Growth Strategy	Revisions and updates as needed
Monitoring on adoption by local jurisdictions of a housing policies	June 2017
Monitoring of local jurisdictions Housing Element RHNA update reporting	April - Annually
Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964	Summer Annually
Amended PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	Fall 2016
Progress report on PDA Investment & Growth Strategy, including status of jurisdictions' progress on development/adoption of housing elements and complete streets policies	Fall 2016
CMP Modeling Consistency Checklist, pursuant to the CMP Guidance and MTC staff direction	2 months prior to due date for draft CMP
Monitored or estimated agreement funds spent in the previous fiscal year on activities directly supporting analytical planning activities, including travel/land use model staff and consultant fees, travel/land use model development (including data collection efforts intended to support model development), and	Annually

travel/land use model application (including hardware and software costs)	
If AGENCY does not engage in land use and travel forecasting/modeling, an agreed upon appropriate process for evaluating plans and projects	2 months prior to due date for draft CMP
Program of Lifeline Transportation Program projects	As needed
Monitoring reports for Lifeline Transportation Program projects	Ongoing
A complete set of CBTPs for each COC identified in 2008 in the county. Updated CBTPs for plans that are no longer current	Ongoing, As needed
Oversight/assistance for program/project delivery	Ongoing
Detailed information about projects and programs as specified by MTC for the regional planning process	As specified by MTC
Support for regional programs and customer service projects	Ongoing
Develop countywide transportation priorities consistent with regional long range vision and requirements	As needed
Additional support for planning and programming activities	Ongoing as needed

**OBAG 1
 Planning & Outreach
 FY 2012-13 through FY 2016-17
 February 2016**

OBAG 1 - County CMA Planning

County	Agency	TIP ID	Cycle 2 / OBAG 1 County CMA Planning - Base					CMA-OBAG Augmentation	SubTotal	2016-17 * Supplemental	Total
			2012-13	2013-14	2014-15	2015-16	2016-17				
Alameda	ACTC	ALA090030	\$916,000	\$944,000	\$973,000	\$1,003,000	\$3,836,000	\$3,270,000	\$1,034,000	\$8,140,000	
Contra Costa	CCTA	CC-090035	\$725,000	\$747,000	\$770,000	\$794,000	\$3,036,000	\$1,214,000	\$818,000	\$5,068,000	
Marin	TAM	MРН090020	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$418,000	\$720,000	\$3,811,000	
Napa	NCTPA	NAP090002	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$720,000	\$3,393,000	
San Francisco	SFCTA	SF-090030	\$667,000	\$688,000	\$709,000	\$731,000	\$2,795,000	\$773,000	\$753,000	\$4,321,000	
San Mateo	SMCCAG	SM-090024	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$752,000	\$720,000	\$4,145,000	
Santa Clara	VTA	SCL090035	\$1,014,000	\$1,045,000	\$1,077,000	\$1,110,000	\$4,246,000	\$1,754,000	\$1,145,000	\$7,145,000	
Solano	STA	SOL090006	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$333,000	\$720,000	\$3,726,000	
Sonoma	SCTA	SON090008	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$720,000	\$3,393,000	
County CMAs Total:			\$6,512,000	\$6,714,000	\$6,919,000	\$7,133,000	\$27,278,000	\$8,514,000	\$7,350,000	\$43,142,000	

Regional Agency Planning

Regional Agency	Cycle 2 Regional Agency Planning - Base					CMA-OBAG Augmentation	SubTotal	2016-17 * Supplemental	Total
	2012-13	2013-14	2014-15	2015-16	2016-17				
ABAG	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$720,000	\$3,393,000
BCDC	\$320,000	\$330,000	\$340,000	\$351,000	\$1,341,000	\$0	\$1,341,000	\$285,000	\$1,626,000
MTC	\$638,000	\$658,000	\$678,000	\$699,000	\$2,673,000	\$0	\$2,673,000	\$795,000	\$3,468,000
Regional Agencies Total:			\$1,596,000	\$1,646,000	\$1,696,000	\$1,749,000	\$6,687,000	\$1,800,000	\$8,487,000

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* 3% escalation from FY 2015-16 Planning Base

\$42,479,000

\$51,629,000

APPENDIX C

Partnership Planning Grants

➤ **FY 2013/14**

I-680 South Corridor Study

(Santa Clara Valley Transportation Authority)

The I-680 South Corridor Study will provide local, state and regional stakeholders a near term and long term list of projects. This will help in strategizing the programming and implementation of projects for the next cycle of Santa Clara County's long range transportation plan (VTP) and the regional transportation plan. It can help inform other funding programs as well.

Through a collaborative effort, the study will identify improvement projects that promote mobility and connectivity, enhance safety and security, support economic vitality and sustainability, and is sensitive to the environment and community values for programming and implementation.

Grant Name	Total			Balance as of Jan 5, 2016		
	Grant Allocated	In Kind Match	Cash	Grant Balance	In Kind Match	Cash
I-680 South Corridor Study	\$ 250,000	\$0	\$250,000	\$82,996	\$0	\$0

➤ **FY 2014/2015**

San Francisco Freeway Performance Initiative Study (in partnership with San Francisco County Transportation Authority, Caltrans, MTC, San Mateo County & others).

Plan Bay Area forecasts a significant growth along US-101 & I-280 corridors but San Francisco has not been represented. This study in partnership with San Francisco County Transportation Authority and other agencies mentioned above will develop a mid-term 2025 vision for managing the projected growth.

The study will analyze a full range of managed lanes strategies, and develop a freeway management vision to achieve the Sustainable Community Strategy and greenhouse reduction targets.

Grant Name	Total			Balance as of Jan 5, 2016		
	Grant Allocated	In Kind Match	Cash	Grant Balance	In Kind Match	Cash
San Francisco Freeway Performance Initiative Study	\$300,000	Cash	\$200,000	\$263,900	\$0	\$190,974

➤ **FY 2014/2015**

San Leandro Creek Trail Master Plan (Oakland & San Leandro Cities)

This project will develop a Master Plan and implement strategy for a six-mile multiuse trail along San Leandro Creek through Oakland.

The plan will consolidate and expand on earlier work by furthering community and organizational partnership and conduct an in depth feasibility analysis of the opportunities and constraints to constructing a multiuse trail through the watershed corridor.

Grant Name	Total			Balance as of Jan 5, 2016		
	Grant Allocated	In Kind Match	Cash	Grant Balance	In Kind Match	Cash
San Leandro Creek Trail Master Plan	\$201,510	\$43,250	\$10,000	\$194,010	\$27,770	\$9,239

APPENDIX D
FEDERAL HIGHWAY ADMINISTRATION
STATE PLANNING & RESEARCH FUNDED PROJECTS

**Caltrans Sustainable Transportation Planning Grant
Strategic Partnerships**

➤ **FY 2015/2016**

Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California

(The Metropolitan Transportation Commission in partnership with San Joaquin Council of Governments and Sacramento Council of Governments).

The Northern California mega-region is one of the largest, most dynamic, and prosperous economic regions in the world. Given its economic linkages to global, national, and local markets, it is imperative to distribute products quickly and efficiently, accommodate increasing exports and a changing manufacturing base, and provide basic necessities and goods to residents.

Building off multiple recent regional planning studies, this collaborative study will identify specific high priority programs and policies to improve key system bottlenecks, improve the efficiency of first and last mile access to major goods movement facilities and activity centers, and help coordinate economic development and land use decisions supportive of goods movement and state and regional goals.

Grant Name	Total			Balance as of Feb 22, 2016		
	Grant Allocated	In Kind Match	Cash	Grant Balance	In Kind Match	Cash
Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California	\$300,000	\$0	\$150,000	\$300,000	\$0	\$150,000

**APPENDIX E
STATE HIGHWAY ACCOUNT AND
FEDERAL TRANSIT ADMINISTRATION
FUNDED PROJECTS**

Caltrans Sustainable Transportation Planning Grant Program

Sustainable Communities

SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES ESTIMATED COMPLETION DATE

2015/2016 Sustainable Communities Studies

February 28, 2018

- **Caltrain Bicycle Parking Management Plan (\$134,123)**
Applicant: Peninsular Corridor Joint Powers Board
Description: The study will develop a management plan for Caltrain's current and future bicycle parking system. Specifically, the project will: identify needs of bicyclists using the Caltrain system and understand the factors that influence them to take their bikes on board the train rather than park at a station; define clear customer service and financial performance measures, goals and targets for Caltrain's bike parking system; analyze the customer service performance, operating and maintenance expense of current, planned and contemplated bicycle parking facilities; identify management strategies and administrative options to improve the performance of Caltrain's bike parking system; recommend an approach to optimize the performance of Caltrain's bike parking system and develop a clear implementation strategy and time line.
- **Community Engagement for an Equitable MUNI (\$300,000)**
Applicant: San Francisco Municipal Transportation Agency
Description: This project involves extensive community engagement that employs nontraditional outreach strategies. Engagement methodologies would be identified in collaboration with community-based organizations and would consider the communication challenges of minority and low income neighborhoods. This engagement process would enrich the analysis of neighborhood transit performance, pinpoint service issues that affect specific communities, and reveal how transit improvements affect the experiences of individuals of need. This neighborhood-based project represents a unique and ground-breaking effort that would be one-of-a-kind in California, as it embraces customized utilization of nontraditional engagement techniques. Ultimately, this project aims to enhance mobility and accessibility in target communities while serving to preserve multimodal transportation.
- **Keyes Story Complete Street Corridor Study (\$400,000)**
Applicant: Santa Clara Valley Transportation Authority
Description: This project is a comprehensive, community-driven complete street study for the Keyes-Story corridor. Keyes-Story Road is an important commercial and transportation corridor connecting multiple low-income and minority neighborhoods in Central San Jose. The goal is to transform Keyes-Story into a high-quality, multi-modal corridor that provides safe accommodation for bicyclists, pedestrians, and transit riders while still serving motorists. Through a highly participatory planning process, the study will examine existing conditions, identify multi-modal priorities for bicycle, pedestrian and transit riders, analyze conceptual design alternatives, and provide recommendations for funding and capital project implementation. The resulting study will help identify complete street priorities for the corridor leading to the funding and implementation of these projects in the future.
- **Petaluma-Sebastopol Trail Feasibility Study (\$209,436)**
Applicant: Sonoma County Regional Parks
Description: The Petaluma-Sebastopol Trail concept emerged from community interest in safe inter-city trail connections. Our study will engage the broader community in planning a walking and cycling route connecting these cities. The 13-mile trail study area, along Highway 116, west of 101, and including an abandoned railway, connects to the heavily-used Joe Rodota Trail. This is the remaining link in Sonoma County's intercity trail network.

APPENDIX F

FY 2016-17

FTA ALTERNATIVES ANALYSIS PROGRAM

INTRODUCTION

Before it was repealed by MAP-21, the Federal Transit Administration’s Alternatives Analysis Program (49 U.S.C. 5339) provided grants to States, authorities of the States, metropolitan planning organizations, and local government authorities to develop studies as part of the transportation planning process. These studies include an assessment of a wide range of public transportation alternatives designed to address a transportation problem in a corridor or subarea; sufficient information to enable FTA to make the findings of project justification and local financial commitment required; the selection of a locally preferred alternative; and the adoption of the locally preferred alternative as part of the state or regional long-range transportation plan. Eligible projects include planning and corridor studies and the adoption of locally preferred alternatives within the fiscally constrained Metropolitan Transportation Plan for that area.

Alternatives Analysis Program funds in the MTC Region have been allocated directly to transit operators and other public agencies rather than MTC. However, funds awarded under the Alternatives Analysis Program must be shown in the UPWP for MPO(s) with responsibility for that area. This appendix lists the planning projects funded by Alternatives Analysis Program grants in the MTC Region.

APPROVED FY10-11 FUNDS

WE 1512	TJPA: Transbay Terminal/Caltrain Downtown Extension Phase 2 Planning and Environmental (TIP ID SF-05002)	\$1,240,000
	TOTAL	\$1,240,000