

FY 2018-19

OVERALL WORK PROGRAM

FOR PLANNING ACTIVITIES IN THE SAN FRANCISCO BAY AREA



METROPOLITAN
TRANSPORTATION
COMMISSION



Association of
Bay Area Governments

FINAL
APRIL 2018

FY 2018-19
OVERALL WORK PROGRAM
FOR THE
SAN FRANCISCO BAY AREA

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FINAL
April 2018

The preparation of this document was financed cooperatively by the Federal Highway Administration and the Federal Transit Administration of the United States Department of Transportation, the California Department of Transportation, and local units of government within the MTC region. The opinions, findings, and conclusions expressed in this document are those of the author and are not necessarily those of the United States Department of Transportation. This report does not constitute a standard, specification, or regulation.

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List of Transportation Planning Acronyms

ABAG	Association of Bay Area Governments
AC Transit	Alameda-Contra Costa Transit District
ADA	Americans with Disabilities Act
ADAP	Airport Development Aid Program
ALUC	Airport Land Use Commission
AMTRAK	National Railroad Passenger Corporation
Admin.	Administration Committee (MTC committee)
ARB	Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BAC	Bay Area Council
BAHA	Bay Area Head Quarter Authority
BART	San Francisco Bay Area Rapid Transit District
BATA	Bay Area Toll Authority
BCDC	Bay Conservation and Development Commission
CAAA	Clean Air Act Amendments of 1990
Caltrain	Peninsula Commute Service
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CAPH	California Association for the Physically Handicapped
CCCTA	Central Contra Costa Transit Authority
CCMP	Comprehensive Conservation and Management Plan (ABAG)
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
Clipper	Regional single transit pass program
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CMS	Congestion Management System
COG	Council of governments
CPG	Consolidated Planning Grants
CTC	California Transportation Commission
CARB	California Air Resource Board
DEIS	Draft Environmental Impact Statement
DMV	Department of Motor Vehicles, California
DOT	Department of Transportation
EBMUD	East Bay Municipal Utility District
EBRPD	East Bay Regional Park District
ECCTA	East Contra Costa Transit Authority
EDP	Early Deployment Plan
EIR	Environmental impact report (state)
EIS	Environmental impact statement (federal)
EPA	Environmental Protection Agency

FAA	Federal Aviation Administration
FARE	Financial Accounting Reporting Element
FAST	Fixing America's Surface Transportation Act
FCAA	Federal Clean Air Act
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.
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
PAC	Policy Advisory Council
PCA	Priority Conservation Areas
PCC	Paratransit Coordinating Council
PCS	Peninsula Commute Service
PDA	Priority Development Area
PEA	Planning Emphasis Area
PENTAP	Peninsula Transit Alternatives Project
PMS	Pavement Management System
POC	Planning and Operations Committee
Prop 84	Proposition 84 - State of California Strategic Growth Plan Bond
PTMS	Public Transportation Management System
RAPC	Regional Airport Planning Committee, ABAG/MTC
RIDES	Rides for Bay Area Commuters, Inc.
RPC	Regional Planning Committee, ABAG
RM2	Regional Measure 2
RTA	Regional Transit Association
RTCC	Regional Transit Coordinating Council
RTIP	Regional Transportation Improvement Program (state requirement)
RTP	Regional Transportation Plan
RTPA	Regional transportation planning agency
RWQCB	Regional Water Quality Control Board
SAFE	Service Authority for Freeways and Expressways
SAFETEA	Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2004
SamTrans	San Mateo County Transit District
SB-1	Senate Bill 1- The Road Repair and Accountability Act of 2017
SIP	State Implementation Plan (for air quality)
SMSA	Standard Metropolitan Statistical Area
SPAC	Seaport Planning Advisory Committee, MTC/BCDC
SP&R	State Planning and Research
SPUR	San Francisco Planning and Urban Research
SRTP	Short Range Transit Plan
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
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

**FINAL
MTC PROSPECTUS**

APRIL 2018

FY 2018-19

MTC PROSPECTUS

I. Introduction and Purpose

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

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

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

Section III – BUDGET: This section summarizes the regional planning funds available to MTC during FY 18-19.

Fixing America’s Surface Transportation Act (FAST): requires metropolitan planning organizations (MPOs) to work cooperatively with federal and state agencies, local transportation agencies, local governments, public transit operators, tribal governments, and various stakeholders to develop regional transportation plans and transportation improvement programs for urbanized areas of the state.

The Region produces two documents—updated periodically—that comply with federal requirements: the *Regional Transportation Plan* (RTP) and the *Transportation Improvement Program* (TIP). The Commission adopted the current RTP, known as Plan Bay Area 2040 in July 2017 and the 2017 TIP in September 2016. As stipulated in FAST, these documents provide for the development and integrated management and operation of transportation facilities that function as a regional system as well as the state and national intermodal transportation systems. These plans and their corresponding policies, strategies and investments embody the eleven FAST planning factors as follows:
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

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

This OWP describes the tasks and products proposed by the region to implement the transportation system and services articulated in FAST and seven goals embodied in MTC's RTP: Climate Protection; Adequate Housing; Healthy and Safe Communities; Open Space and Agricultural Preservation; Equitable Access; Economic Vitality; and Transportation System Effectiveness.

II. Bay Area Implementation of FY 2018-19 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 Committee (BARC). BARC's current key initiative is climate protection and adaptation.

In 2017, MTC and ABAG adopted a combined regional land use plan and transportation investment strategy, known as Plan Bay Area 2040, pursuant to the Sustainable Communities and Climate Protection Act of 2008 (SB 375 – Steinberg, or known simply as SB 375). This was an update to Plan Bay Area. 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.

In FY17/18 and FY18/19 MTC received SB1 funds. If SB1 funds are repealed, MTC will need to amend its OWP and potentially defer some projects as there will be a roughly \$1 million decrease in revenue.

FY 18-19 continues the staff consolidation and one Integrated Regional Planning Program serving the 9-county San Francisco Bay Area structured to capture synergies and strengthen the link between transportation, land use, housing and other programs. MTC staff serves both the MTC and ABAG policy boards until or unless there is a change in governance in the future.

- 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 FY18-19.

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 and revised, going forward MTC plans on incorporating those into the Vital Signs system to better support performance-driven planning in the Bay Area and beyond.

With regards to Plan Bay Area 2040, MTC continued to emphasize performance-based planning as the foundation of the planning effort. Quantifiable long-range targets were adopted by the Commission in 2015 and used not only to compare scenarios but also to evaluate transportation projects for inclusion in the Plan. This work builds upon a successful effort in 2012 to prioritize high-performing projects for regional discretionary dollars and to reconsider low-performing investments that are cost-ineffective or adversely impact the region's targets. 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 FY17-18, MTC adopted Plan Bay Area 2040, the region's updated RTP/SCS based upon integrated transportation and land use scenarios that led to a preferred scenario informed by performance analyses. In addition, projects under consideration for the preferred scenario went through the performance process discussed above. In FY17-18, MTC analyzed and considered the value and effectiveness of the performance framework to consider how the performance measures might be further improved well in advance of the next RTP/SCS slated for adoption in 2021.

Finally, MTC will continue to implement federal performance monitoring and target-setting requirements in FY18-19. 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 last year and this year 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. Now that regulations have been finalized by FHWA and FTA, MTC will begin the conversation with policymakers and local stakeholders about implementation; staff continues to coordinate on a technical level with Caltrans and other California MPOs to prepare for the 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 all small and medium transit operators and the majority of large transit operators in developing transit asset management plans and will work to coordinate transit asset management efforts in the region.

Plan Bay Area 2040 – State of Good Repair

Plan Bay Area 2040, adopted 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. Plan Bay Area 2040 also has a comprehensive Project Performance Assessment framework that garnered national attention for incorporating cost/benefit and the other Plan performance objectives as a way of prioritizing expansion, modernization, and state of good repair investments consistently. The Plan also updated the associated State of Good Repair performance measures and targets to better align with customer experiences. This work may be further expanded in a future update of the RTP/SCS, as the region continues to balance expansion and maintenance in a fiscally-constrained environment.

III. MTC Organization

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

Planning Area

The Bay Region embraces the nine counties that touch San Francisco Bay (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma) and includes 101 municipalities. More than 7.6 million people reside within its 7,000 square miles.

The region MTC serves is unique in that there are seven primary public transit systems as well as numerous other local transit operators, which together carry nearly 500 million passengers per year. The region's varied geography has given rise to a diverse range of public transit modes: antique cable cars and historic streetcars; high-speed ferries; diesel commuter rail and electric-powered rapid transit rail; diesel and natural gas buses; and electric trolley buses. The combined annual operating budget of the transit agencies is over \$2 billion, placing this region among the top transit centers in the nation. In addition, there are numerous specialized services for elderly and disabled travelers (referred to as paratransit service), nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports.

Metropolitan Transportation Commission

Created by the state Legislature in 1970 (California Government Code § 66500 et seq.), 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 State Transportation Agency (CalSTA), the U.S. Department of Transportation, and the U.S. Housing and Urban Development Department.

In July 2017, MTC and ABAG staff were consolidated under the leadership of MTC's Executive Director Steve Heminger at 291 staff strong. The staff consolidation was completed pursuant to a contract for services between the ABAG Executive Board and the Metropolitan Transportation Commission. Now a single staff serves two independent organizations with unique statutory

requirements, policy positions, programs, assets, and debts. More information on the staff consolidation and merger study leading up to it is included on page 17.

MTC Committees

Six standing committees (comprising seven or more commissioners each) make recommendations to the full Commission. The six committees are Administration, Executive, Legislation, Planning, Operations, and Programming and Allocations. The responsibilities of these six committees are listed below. In FY2016-2017 a Megaregion Committee was created to address policy issues that overlap MPO regional boundaries. The Committee is a joint agency committee comprising members from MTC, the Sacramento Council of Governments (SACOG), the San Joaquin Council of Governments (SJCOG)

MTC Committee	Responsibilities
Administration Committee	<ul style="list-style-type: none"> • Oversight of Agency Operations • Financial Reports/Audits • Agency Budget • Contracts • Commission Procedures
Executive Committee	<ul style="list-style-type: none"> • Acts on matters of urgency brought before it by the Chair between Commission meetings • Acts on other matters assigned by Commission Chair
Legislation Committee	<ul style="list-style-type: none"> • Develop specific legislative proposals • Develop MTC policy positions on major legislative and regulatory proposals initiated-by others • Represent the Commission in the legislative process • Develop procedures for public information, press relations and citizen participation • Review, adopt and oversee public information, press relations and citizen participation programs
Planning Committee	<ul style="list-style-type: none"> • Agency Work Program • Monitor, direct and update work program and program budget – including the scope of consultant contract • Review planning and policy issues, review recommendations on evaluations of these issues from advisory and special committees, and examine planning issues against the RTP/SCS • Sustainable Communities Strategy/Regional Transportation Plan

MTC Committee	Responsibilities
	<ul style="list-style-type: none"> • 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 is now home to the Bay Area Air Quality Management District (the “Air District”), the Association of Bay Area Governments, and other governmental or private tenants, in addition to being the headquarters of MTC and the Authority. The Bay Conservation and Development Commission (BCDC) will be hopefully joining the other regional agencies at 375 Beale in the future.

Bay Area Infrastructure Financing Authority

The Bay Area Infrastructure Financing Authority or “BAIFA” is a joint exercise of powers authority created by a Joint Exercise of Powers Agreement between the Authority and MTC. BAIFA oversees the planning, financing, construction and operation of freeway express lanes and related transportation projects. In 2013, BAIFA assumed responsibility for MTC’s 270-mile Express Lane Network, authorized by the California Transportation Commission in 2011. BAIFA’s role for these express lanes includes securing funds or financing, setting toll policy, constructing express lanes, implementing the toll system and managing the day-to-day operation of the lanes. BAIFA works cooperatively with BATA, Caltrans, transit operators and the region’s other express lane operators to coordinate policies and to provide seamless services to Bay Area travelers. The Bay Area FasTrak® Regional Customer Service Center, operated by BATA, provides account management and customer service for all Bay Area FasTrak® customers, including those using the region’s toll bridges, MTC’s express lanes and other regional express lanes. The first BAIFA express lanes opened in FY 2017-18.

SAFE

MTC Commissioners convene as the Service Authority for Freeways and Expressways (SAFE) for purposes of managing the Region’s call boxes and Freeway Service Patrol programs, in cooperation with Caltrans and the CHP. The SAFE program is funded by the State Highway Account, CA Department of

Motor Vehicles (DMV) registration fees and the Surface Transportation Program (STP). The Freeway Service Patrol uses all three fund sources. The DMV funds are also used for call boxes and support for incident management programs.

BATA

MTC Commissioners convene as the Bay Area Toll Authority (BATA) for purposes of overseeing improvements and operations of the seven state-owned toll bridges in the Bay Area. The Bay Area Toll Authority (BATA) was created by the California Legislature in 1997 to administer the base \$1 auto toll on the San Francisco Bay Area's seven state-owned toll bridges. On January 1, 1998, MTC began operations as BATA. In August 2005, the California Legislature expanded BATA's responsibilities to include administration of all toll revenue and joint oversight of the toll bridge construction program with Caltrans and the California Transportation Commission. There is a cooperative agreement between Caltrans and the Bay Area Toll Authority (effective April 25, 2006) relating to toll collection and accounting, toll bridge operations and maintenance, toll bridge capital improvement program, financial management and financing for the seven state-owned toll bridges.

Policy Advisory Council

The Policy Advisory Council was created by the Commission in November 2009 to incorporate and supersede several MTC citizen advisory committees. As with the previous advisory committees, the mission of the Policy Advisory Council is to advise the Commission on transportation policies in the Bay Area, incorporating diverse perspectives relating to the environment, the economy and equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC's jurisdictions and as assigned by the Commission.

Membership of the Policy Advisory Council is structured around interests related to the economy, the environment and social equity.

- In the areas of economy and the environment, there are a total of nine members, with four members representing economic interests and four bringing an environmental perspective; the ninth member represents either category. In addition, five of the nine are from each of the five most populous Bay Area counties – Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara.
- In the area of social equity, nine members (one from each county) represent communities of color and issues affecting low income communities or environmental justice. Of these, four members represent communities of color and four members represent environmental justice/low-income issues; the ninth member represents either category.
- In addition, nine members (one from each county) represent issues related to transportation for seniors and persons with disabilities. Four members represent seniors and four members represent people with disabilities; the ninth member represents either category.

The Bay Area Partnership

The Bay Area Partnership Board is a confederation of the top staff of various transportation agencies in the region (MTC, public transit operators, county congestion management agencies, city and county public works departments, ports, Caltrans, U.S. Department of Transportation) as well as environmental protection agencies. The Partnership works by consensus to improve the overall efficiency and operation of the Bay Area's transportation network, including developing strategies for setting funding priorities for transportation improvements. This institutional framework ensures that widely varying local needs are recognized, but also requires that the partner agencies work with each other to coordinate services where their systems intersect or overlap. The Bay Area Partnership is a forum for communication, at many

levels: at ad hoc meetings of the committee of the whole and regular meetings of its staff technical committees.

Air Quality Conformity Task Force

MTC's Air Quality Conformity Task Force serves as the forum for interagency consultation on the regional conformity analysis of the RTP and TIP, certain project-level conformity such as the PM 2.5 (Particulate Matter) hot-spot analyses, development of the State Implementation Plan, and other planning areas such as the regional travel demand model development and monitoring of transportation control measures. The Conformity Task Force is open to all interested agencies, but includes staff of federal agencies (FHWA, FTA, EPA), Caltrans, California Air Resources Board, ABAG, BAAQMD, CMAs, County transportation agencies: all CMAs, and transit operators.

Bay Area Regional Collaborative

The Bay Area Regional Collaborative (BARC) coordinates the regional planning efforts of MTC, the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission. The BARC's primary initiative is climate protection and climate adaptation. The BARC has twenty voting members: five from the Executive Board of ABAG, five from the BAAQMD Board of Directors, five BCDC Commissioners, and five MTC Commissioners. A representative of California State Transportation Agency is a non-voting member. The BARC was created and has the authorities set forth in California Government Code 66536.1.

The Regional Advisory Working Group

The Regional Advisory Working Group (RAWG) is comprised of local government staff as well as staff from county Congestion Management Agencies and transit agencies, plus representatives from interested stakeholder groups and any individuals interested in the development of Plan Bay Area (Plan Bay Area is the San Francisco Bay Area's long-range Regional Transportation Plan and Sustainable Communities Strategy). RAWG provides input to regional agency staff on work elements related to the update of Plan Bay Area and other key initiatives that feed into the Plan.

For Transit Representation:

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

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

There are currently 12 transit operator represented on the board:

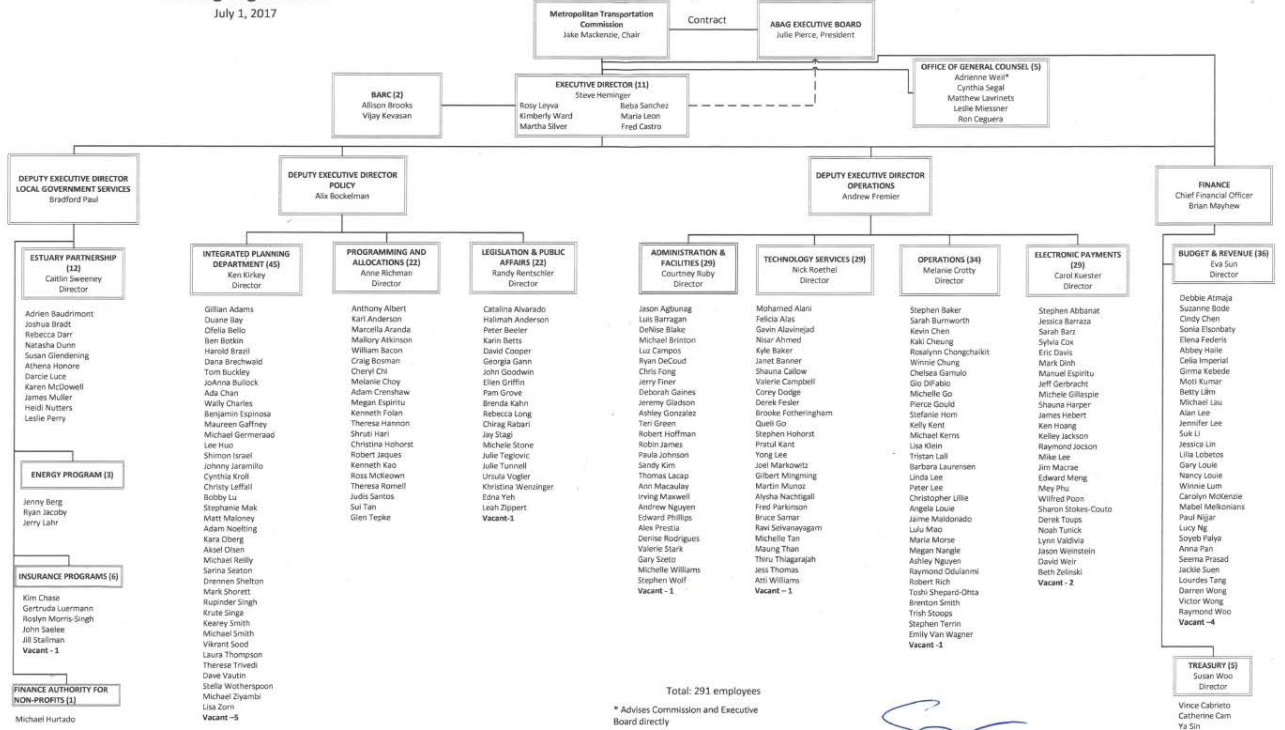
1. Altamont Commuter Express: Scott Haggerty
2. Bay Area Rapid Transit: Nick Josefowitz
3. Caltrain: Jeannie Bruins

4. Capital Corridor Joint Powers Board: Jim Spering
5. County Connection: Amy Worth
6. Livermore Amador Valley Transit Authority (LAVTA): Scott Haggerty
7. Marin Transit: Damon Connolly
8. NVTa: Alfredo Pedroza
9. Santa Clara Valley Transit Authority (Dave Cortese*, Jeannie Bruins, Sam Liccardo)
10. Soltrans: Jim Spering
11. Sonoma Marin Area Rail Transit: Jake Mackenzie
12. Tri-Delta Transit: Federal Glover

Metropolitan Transportation Commission

Staffing Organization

July 1, 2017



Total: 291 employees

* Advises Commission and Executive Board directly


Steve Heminger
Executive Director

CHAPTER 2.2: UNIFIED WORK PROGRAM

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

FY 2018-19

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.* Caltrans Work Elements advance the overarching goals and objectives noted in the Caltrans Strategic Management Plan (2015-2020), with a focus on the following three goals: 1) Safety and Health, 2) Stewardship and Efficiency, and 3) Sustainability Livability and Economy. The Sustainability goal sets a target to achieve 15% reduction of statewide per capita VMT by 2020.

Caltrans Work Elements also promote the Department's objectives in its various transportation plans including the California Transportation Plan 2040 (CTP 2040), Freight Mobility Plan, Smart Mobility Framework, Complete Streets and Interregional Transportation Strategic Plan. In addition, Caltrans Work Elements fulfill the Department's responsibility to steward federal transportation planning funds 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. The Work Elements stress the inclusion of the Tribal Governments and under-represented communities of concern in the state's and region's transportation planning and programming processes.

Caltrans planning activities support goals established in the regional transportation planning guidelines adopted by the California Transportation Commission (CTC) and the climate change related legislation closely linking transportation and land use planning. Efforts to integrate the two planning processes are in response to the passage of Assembly Bill 32 and Senate Bill 375. As an outcome of these pieces of legislation, the reduction of greenhouse gases (GHG) has become one of the key priorities in the transportation planning process in addition to improving transportation mobility, addressing federal air quality criteria pollutants and ensuring that the statewide regional transportation planning activities address tribal, local, regional, and statewide mobility and economic needs.

Another key piece of legislation guiding state planning is Senate Bill 391 (SB 391). SB 391 requires the CTP to identify the integrated multimodal transportation system needed to achieve maximum feasible reductions of GHG emissions. Caltrans prepared the CTP 2040 and that was signed by the Secretary of the California State Transportation Agency (CalSTA) in June 2016. The CTP presents a long-term vision with a set of supporting goals, policies, and recommendations to help guide transportation-related decisions and investments to meet the state's future mobility needs and reduce greenhouse gas (GHG) emissions.

The most recent legislation to impact the Department's Work Elements is Senate Bill 1, signed into law in 2017 by Governor Brown and entitled The Road Repair and Accountability Act of 2017. This transportation funding bill will provide revenues of roughly \$50 billion over the next 10 years to maintain and integrate the State's multi-modal transportation system. SB1 allocates \$25 million in additional Caltrans Sustainable Communities Grants beginning with the Fiscal Year 2017/18 grant cycle to aid regional and local planning efforts. A similar funding allocation is provided in the FY 2018/19 grant cycle. About half of the funding provided for each of these fiscal years are distributed to the MPOs on a formula basis. The additional grant funding is aimed to support and implement Regional Transportation Plans (RTP) and Sustainable Communities Strategies (SCS) where appropriate and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively. SB 1 has also allocated \$20 million in climate change adaptation planning grants to local and regional agencies for adaptation planning, which will be made available in three fiscal years starting with FY 2017/18.

Work Element 6.1 – California Transportation Plan (CTP) – Regional Liaison

Objectives

To assist Caltrans headquarters Division of Transportation Planning (Sacramento), in meeting the goals and intent of Senate Bill (SB) 391 (Liu); and federal requirements for the development of a statewide California Transportation Plan (CTP) every 5 years.

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

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

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

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

Previous and Ongoing Related Work

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

Current Tasks

Review & comment on Draft Materials. (CTP Guidelines, Public Participation Plan, Draft Plans, Implementation Plan, etc.).

Participate in Monthly Teleconference updates.

Share the CTP updates with the Metropolitan Transportation Commission as well as other stakeholders including the Tribal Governments.

Assist HQ in coordinating HQ/District-MPO Visit(s).

Assist HQ in coordinating any public workshops held in the District.

Products

CTP

Estimated Completion Date

Ongoing 2017/18 to 19/20

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

6.2 – System Planning

Objectives

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

Serve as Caltrans transportation planning liaisons with regional agencies and county Congestion Management Agencies (CMA).

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

Analyze the multimodal system for the purpose of integrating plans with a goal to enhance the interregional and regional movement of people and freight.

Conduct transportation corridor planning in a way that defines how a travel corridor is performing, understanding why it is performing that way, and recommend system management strategies to address issues and challenges within the context of a collaborative long-range planning vision.

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

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

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

Represent the State's interests by ensuring the region-to-region transportation needs are addressed, including the to-and-through movement of people and freight.

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

Assist Program Management in coordination and presentation of information on (1) the Interregional Improvement Program (IIP) through a focused analysis of the Interregional Road System (IRRS) corridors traversing District 4, and (2) the Regional Improvement Program (RIP) and corridors defined in coordination with MTC and the nine Bay Area CMAs.

Respond to special assignments initiated at the federal, state, regional or local level including development of plans, priorities, and projects lists based on new funding and programming opportunities.

Work with the Office of Advance Planning on the development of Project Initiation Documents that are reflecting long-term System Planning priorities as expressed in district Transportation Concept Report (TCRs) and other district, local, regional, and statewide planning documents such as Comprehensive Corridor Plans (CCPs).

Tasks

Update and lead the analysis and preparation of TCRs and CCPs 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), CCPs, the ITSP, the District System Management Plan (DSMP) and accompanying DSMP Project List.

Provide assistance in the process to (1) relinquish existing State Highway System route segments to local agencies; and (2) adopt existing local arterials or newly constructed road

facilities as route segments into the System. Relinquishment and route adoption are to be implemented only by mutual agreement between the State and appropriate local agencies. Review Caltrans documentation including, but not limited to, Project Initiation Documents, Caltrans Excess Land requests, and other transportation based documents with regard to System Planning issues.

Provide System Planning input on environmental reports relating to local development projects and their impacts on the State Highway System.

Cooperate with HQ on the development of research proposals, studies, policies and procedures to address changes in transportation demand, system characteristics and the role of the State in project planning, development, and delivery.

Products

N/A

Estimated Completion Date

N/A

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.3 – Partnership Participation/Planning Grants

Objectives

Participate in transportation planning studies in partnership with local and regional agencies. Ensure implementation of planning studies awarded to District 4 agencies and provide contract management services.

Serve as a liaison between internal Caltrans partners and external partners including Tribal Governments to ensure coordination of planning efforts between the various planning entities and levels involved.

Description

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

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

Previous and Ongoing Related Work

Develop partnerships with the Metropolitan Transportation Commission, CMAs, local and regional transportation planning agencies by participating in partnership studies.

Attend and participate in CMA local and regional transportation planning agencies meetings and Technical Advisory Committees (TAC).

Tasks

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

Participate, assist and consult with other Department functional units on transportation projects and studies. Assist in conflict resolution among partner agencies.

Represent Caltrans before CMAs, local and regional transportation planning agencies to discuss projects, plans and studies.

As an active partner, attend and participate in CMAs, local and regional transportation planning agencies Policy and Technical Advisory Committee meetings as necessary.

Coordinate with MTC, CMAs, and other Local and Regional Transportation Planning Agencies to solicit planning grant proposals.

Participate in Caltrans planning grants' call-for-projects.

Assist local and regional agencies in the preparation of Caltrans planning grant proposals.

Manage Partnership Planning grants awarded to District 4 agencies by serving as contract managers responsible for development and coordination of various contractual and budgetary agreements necessary to complete grant study awards on time and within budget.

Products

N/A

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Completion Date

N/A

Estimated Person-Months and Cost

N/A

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

Work Element 6.4 – Overall Work Program Management

Objectives

To fulfill the State's responsibility in carrying out the review, monitoring, and approval of the Metropolitan Transportation Commission's (MTC) Overall Work Program (OWP), in concert with Caltrans headquarters Office of Regional Planning.

Description

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

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

Previous and Ongoing Related Work

- Monitor development and progress of the OWP planning activities and products.
- Administer Federal FHWA PL and FTA Section 5303 formulary funds.
- Coordinate with HQ and MTC staff the needed changes to improve process and content in the Request for Reimbursement and Quarterly Progress Reporting submittals.
- Continue to consult and coordinate with HQ and FHWA/FTA the implementation of early consultation process with regards to MTC's preparation for next FY's OWP.
- Continue to communicate and coordinate with MTC and HQ ORIP the resolutions to unresolved/reoccurring issues in previous OWPs.
- Assist Planning Managers in the administration of FHWA Strategic Partnership grants under Caltrans Sustainable Transportation Planning Grant Program.

Tasks

- Transmit to MTC the federal and state guidance for the development of the annual OWP.
- Review the draft OWP to ensure that it meets the needs of and complies with the statewide programs, initiatives and/or policies.
- Circulate Draft OWP with a comment transmittal memo to HQ ORIP District Liaison and other reviewers.
- Collect all Draft OWP comments to include in comprehensive letter to MTC.
- Ensure all comments are included in the Final OWP.
- Develop/update Caltrans District 4 Work Elements for the region's planning activities.
- Submit to MTC quarterly reports on Caltrans Work Elements.
- Review MTC's quarterly reports for consistency and progress towards completion of their deliverables as noted in the OWP, and submit to HQ ORIP District Liaison.
- Facilitate the OWP Coordination and Development meeting with FHWA, FTA and Caltrans HQ at MTC and ABAG's office building.
- Provide recommended OWP approval letter, draft and Final OWPs to HQ ORP and FHWA/FTA by their respective due dates.
- Approve and send all additional OWP documents, i.e., Amendments, Certifications and Assurances to ORP District Liaison.

Review all RFRs to ensure expenditures are accurate, for eligible activities, for delivered products, and completed in accordance with work elements in the OWP and Federal and State requirements.

Review, approve and submit to HQ ORP MTC's Year End Package.

Assist Caltrans Work Element Managers in the overall administration of discretionary program funds.

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

Products

Estimated Completion Date

Caltrans Work Elements for the OWP annual update	February 2018
Progress reports on Caltrans OWP activities	Quarterly
Reimbursement of CPG and Discretionary funds	Monthly
Participation at policy level meetings	As Needed
Amendment Approval	Periodic
Close-out packages for Discretionary funded projects	As Needed

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 6.5 – Local Development/Inter-Governmental Review (LD/IGR)

Objectives

To ensure that development-related safety impacts to users of state transportation facilities are identified and mitigated to the maximum extent feasible; achieve Caltrans *Strategic Management Plan* targets of increasing non-auto mode transportation shares, to advance *California Transportation Plan* goals of providing multimodal accessibility for all people, support a vibrant economy and improve public safety. D4 LD/IGR is promoting transportation choices by applying Caltrans *Smart Mobility Framework*, the Metropolitan Transportation Commission’s Sustainable Communities Strategy and the Association of Bay Area Government’s Priority Development Areas to CEQA reviews. D4 LD/IGR is implementing SB 743 requirements to reduce vehicle miles traveled (VMT) to reduce greenhouse gas emissions. 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 resulting from local development. Accordingly, LD/IGR promotes transit, intercity rail passenger service, walking and bicycling. Local Development /Inter-governmental Review experts collaborate with stakeholders to achieve a shared vision in promoting sustainable land use development patterns that accommodate a sufficient housing supply near population and job centers. Local Development /Inter-governmental Review experts 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 experts 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 experts 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 experts liaise with LAs, developers and consultants whenever possible, and review encroachment permits for compliance with CEQA and to ensure that agreed-upon mitigation measures are implemented.

Tasks

- Local Development /Inter-governmental Review experts 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 VMT, address potential safety impacts from local development and actively pursue fair share mitigation fees with local partners (*Meeting New Challenges through Teamwork*),
- Through strategic partnerships with stakeholders including LAs, consultants and project proponents, LD/IGR experts collaborate on traffic analysis through early consultation, including support for establishing multimodal and regional impact fees,
- Leverage LD/IGR professional training and expertise to maximize opportunities to enhance bike, 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, numerous Engineering disciplines and other functional units by providing project history and previous responses to LAs,
- Utilize leadership in collaboration with our local partners to incorporate LA Conditions of Approval and Mitigation Monitoring Reports into CEQA records,
- Engage with Headquarters and the Office of Planning and Research for training, interpreting and implementing SB 743-mandated changes to CEQA analysis, and
- Pro-actively works with tribal governments to mitigate traffic impacts from proposed tribal projects (*System Performance*).

Products	Estimated Completion Date
<ul style="list-style-type: none"> • Written comments to LAs on their proposed projects and environmental documents. 	Ongoing
<ul style="list-style-type: none"> • Documents on Tribal government-to-government relations 	Ongoing

Estimated cost by funding source	Estimated Person-Months and Cost
TBD	N/A

Work Element 6.6 – Caltrans Project Planning

Objective

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

Description

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

- Identify the deficiencies of exist facilities
- Define project purpose and needs
- Determine project scopes to address the purpose and need
- Develop and evaluate different alternatives including preliminary traffic operation assessment, environmental studies, traffic safety review, and constructability and maintenance review
- Propose tentative project development schedules, and estimate support and capital costs for programming purposes.
- Assess potential project development risks that will impact the project deliveries.

They ensure that transportation projects are feasible, constructible, and viable.

Previous and Ongoing Related Work

- Implement guidance and requirements of SB 45 and AB 1477.
- Work in partnership with appropriate regional and local agencies (including Tribal Governments) on designated projects that are needed on the State or regional transportation systems.
- Prepare or oversight the development of PIDs for proposed projects that are in the current Regional Transportation Plan (RTP), Countywide Plans, or other transportation planning documents and are candidates for the State Transportation Improvement Program (STIP), voter-approved tax measure transportation improvement funding, and other funding sources/programs.
- Implement the updated guidance to streamline PID process of local funded projects on State facilities. Implement the updated PID guidance to streamline process of State Highway Operations and Protection Program (SHOPP) projects.
- Prepare PIDs for projects that currently listed in the 10-Year SHOPP Plan and are candidate projects for SHOPP now included in the State Highway System Management Plan.
- Prepare PIDs for projects eligible for Regional Measures 1 and 2 Toll Bridge Program funding.

Tasks

- Implement procedures established in MOU between Caltrans and MTC covering Project Study Reports.
- Provide expertise to local agencies on the initiation of transportation projects.
- Provide coordination between engineering, highway operation, environmental, and right of way functions in the development of PIDs.
- Provide analysis of alternatives to eliminate fatal flaws.
- Include value analysis reviews whenever appropriate.

Coordinate the formation of project development teams to ensure stakeholder input into project initiation and preprogramming phases.
Coordinate with Bay Area Toll Authority (BATA) on prioritized toll bridge rehabilitation projects.

Products

Estimated Completion

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

Ongoing

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 6.7 – Native American Liaison

Objectives

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

Description

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

Previous and Ongoing Related Work

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

Tasks

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

Products

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

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Completion Date

Ongoing

Work Element 6.8 – Addressing Environmental Justice

Objectives

To demonstrate the principles of Environmental Justice (EJ), as outlined in various State and federal statutes and directives, in the transportation investment decisions made by Caltrans and other public agencies and private organizations.

To promote greater public involvement of traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e., African-American, Hispanic, Asian-American, American Indian/Alaskan Native, and Pacific Islander) community groups and leaders in transportation decisions and context sensitive planning, to prevent or mitigate disproportionate, adverse impacts of transportation projects while improving mobility, access and quality of life for diverse communities.

Description

Caltrans Sustainable Transportation Planning Grant Program continues to emphasize the importance of encouraging eligible applicants to apply for Sustainable Communities grants to address transportation needs and deficiencies in disadvantaged communities. This is in support of the previous Environmental Justice Grant Program, in compliance with the Federal Transportation Planning goals under Title 23, U.S. Code, and Section 134, and consistent with federal orders (Executive Order 12898, DOT Order 5610.2, and FHWA Order on EJ dated December 1998).

Environmental Justice Planning supports and encourages efforts by all and diverse communities to integrate land use and transportation decisions, projects, plans, and activities. Environmental Justice Planning is a collaborative, comprehensive, and integrated process. The results of this process are intended to ensure that transportation investments are made that promote sustainable communities, provide for a resilient economy, foster the highest and best land uses, and expand transportation choices in an equitable manner to people in all segments of society. In balancing transportation investments, economic prosperity, community livability, and environmental protection, Caltrans will achieve widespread public involvement and equity in individual transportation choices.

Caltrans Sustainable Transportation Planning Grant Program continues to promote the involvement of low-income and minority communities, and Native American Tribal Governments in the planning for transportation projects to prevent or mitigate disproportionate, negative impacts while improving mobility, access, safety, and opportunities for affordable housing and economic development.

Previous and Ongoing Related Work

Coordinate on a continuous basis with the Headquarters in 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.

Review Project Study Reports (PSRS) and Project Reports for Title VI, Environmental Justice compliance.

Conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e., Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and leaders.

Products

Estimated Completion

Management of EJ-focused related grants

Varies with the Award Year

Documentation of outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders

Varies with the Award Year

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Caltrans Sustainable Transportation Planning and Adaptation Planning Grants Programs

Addressing Environmental Justice is infused and encouraged in all of Caltrans grants programs. Previous planning study awards with a focus on engaging the environmental justice community are listed in **Appendix E** among the rest of the awarded Sustainable Communities studies.

Work Element 6.9 – Community Planning and Public Engagement

Objectives

- To effectively link transportation and land use planning at the community level.
- To seek innovative solutions to transportation issues, problems, and constraints.
- To actively involve all segments of the public through outreach efforts to the traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority community groups and leaders in transportation planning and decision-making.
- To provide a forum for discussing issues related to the function of conventional state highways as main streets with cities, counties and other local agencies.

Description

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

Tasks

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

Caltrans Transportation Planning Grant Program

The Caltrans Transportation Planning grant program supports the California Department of Transportation (Caltrans) current Mission to *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability*. Grant projects are intended to identify and address mobility deficiencies in the multimodal transportation system including the mobility needs of environmental justice and disadvantaged communities, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and result in programmed transportation system improvements.

See Appendix G for project descriptions of the active Transportation Planning Grant projects.

Caltrans Planning Public Engagement Contract Efforts

The fourth Caltrans Statewide Planning Public Engagement Contract was awarded in September 2014. Under this \$2.2 million contract, work is authorized for well-defined public outreach and engagement efforts related to transportation plans, programs, and projects in early stages of planning.

An important Contract goal is to translate complex planning and design issues into language and graphics that people can understand. These outreach efforts engage all stakeholders, especially those that are traditionally underserved. This inclusive approach means that more people are aware of the transportation projects in their communities and are more likely to stay actively invested in the process.

See Appendix G for project descriptions of the active Planning Public Engagement Service Requests.

Estimated Cost by Funding Source	Estimated Cost
Not Funded through the OWP Process	N/A

Work Element 6.10 – Pedestrian Coordination

Objectives

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

Description

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

Previous Related Work

Reviewed Caltrans transportation corridor concept reports, project initiation documents, and project reports; participated on project development teams; and provided comments on projects regarding pedestrian needs and in support of walkable communities.
Participated in meetings with local agencies and district staff regarding pedestrian design and operational issues at the conceptual development phase of various projects on the state highway system.
Provided staff support for the District 4 Pedestrian Advisory Committee, which consists of stakeholders from Bay Area public agencies and local communities, and coordinated Committee meetings where Caltrans projects, policies, guidance and standards were reviewed and comments were provided.
Coordinated on a continuous basis with Caltrans Headquarters in regard to Complete Streets implementation and related guidance development and revisions.
Initiate project proposals for potential funding from the Active Transportation Program and other programs.
Initiate the Caltrans District 4 Pedestrian Plan, which will identify and prioritize pedestrian improvements on the State highway system in District 4. The plan will be initiated in 2018.

Tasks

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

Products

Estimated Completion Date

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

Estimated Cost by Funding Source

Estimated Person Month & Cost

Not funded through OWP process	N/A
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Work Element 6.11 – Bicycle Planning and Coordination

Objectives

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

Description

The District Planning staff, together with Caltrans district functional units and Headquarters staff, works to improve bicycle access and safety on State highways. This is done through the review of planning and design documents, participation on Project Development Teams and statewide policy-level committees, and coordination with local and regional agencies as well as other stakeholders to ensure that bicycle transportation needs are addressed during project selection, planning, and design.

Previous Related Work

Advised and assisted in implementation of the Caltrans Complete Streets Policy, the California Strategic Highway Safety Plan, the California Blueprint for Bicycling and Walking, and the Active Transportation Program.
Reviewed and provided input on district planning, project initiation, and design documents as well as on Caltrans standards, guidance, and procedures as they affect bicycle travel.
Provided input and shared information regarding:

- o existing roadway deficiencies and needed bicycle safety upgrades;
- o new policies and revisions pertaining to bicyclists.

Coordinated quarterly meetings of the Caltrans District 4 Bicycle Advisory Committee consisting of representatives of Bay Area transportation agencies and advocacy groups. The committee's role is to review Caltrans projects and policies with an aim toward improving bicycle safety, mobility, and access on and across the State Highway System.
Coordinated Caltrans' participation in Bike to Work Day.
Initiate project proposals for potential funding from the Active Transportation Program and other programs.
Develop the Caltrans District 4 Bicycle Plan, which will identify and prioritize safety and mobility needs of bicyclists on the State highway system in District 4.

Tasks

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

Products

Estimated Completion Date

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

Ongoing

Quarterly

Estimated Cost by Funding Source

Estimated Person Month & Cost

Not funded through OWP process

N/A

Work Element 6.12 – Transit Coordination

Objectives

- To encourage alternative modes of transportation on the State Highway System.
- To leverage the existing State Highway System to promote and enhance alternative transportation mode opportunities.

Description

The Transit Coordination Branch seeks opportunities to increase mobility options within the State Highway System (SHS). This function assists the Department in meeting goals associated with AB 32, SB 375, and SB 391 by promoting alternative transportation modes to decrease vehicle miles traveled and associated greenhouse gas emissions and increasing the efficiency of the SHS. Specifically, emphasis is placed on three areas: 1) leveraging the existing SHS to promote faster transit service, 2) promoting connectivity and integration of all rail systems, and 3) enhancing the existing District Park and Ride program. Internally, this office works with other functional units to ensure that transit/rail/Park and Ride accommodations are included in Caltrans plans and projects. The Transit Coordination Branch also collaborates with the Division of Mass Transportation (DMT) and the Division of Research and Innovation (DRI) on statewide modal issues. Externally, this office develops partnership with other agencies to promote and enhance strategies that encourage alternative modes of transportation.

Previous Related Work

- Coordinating with Samtrans for the repurposing of Colma P&R for potential transit-oriented development.
- Partnering with MTC for the Commuter Parking Initiative (CPI), a project to develop new P&R facilities on State ROW that will be operated and maintained by MTC.
- Coordinating with multiple Stakeholders to address Golden Gate Vista Point congestion.

Tasks

- Coordinate with local agencies to improve the State Highway System to optimize alternative modes of transportation.
- Review Caltrans project development documents and ensure that alternative modes of transportation are considered and accommodated wherever feasible.
- Provide project management support for transit projects on the State Highway System.
- Participate on Project Development Teams (PDTs) for projects with transit components.
- Seek partnership opportunities to improve and expand the District P&R system.
- Plan for improved and new P&R lots
- Participate on PDTs for projects with P&R components.

Estimated cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.13 – Goods Movement Planning/Partnerships

Objectives

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

Description

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

The Branch works closely with Headquarters, including the Office of Freight Planning within the Division of Transportation Planning, the Division of Research, Innovation and System Information, the Division of Aeronautics, the Division of Rail, and Traffic Operations Program. It also coordinates with external governmental agencies such as FHWA, USMARAD, CalSTA, regional/local agencies, seaports, airports, trucking and private industry interests to improve the performance of the multi-modal freight system.

Tasks

- Maintain a district liaison role through attendance at various federal, state, regional and local agency committees focused on improving the movement of freight.
- Facilitate district contract oversight and coordination for freight focused transportation planning studies.
- Coordinate transportation planning involvement in funding programs relating to the FAST Act.
- Provide support and oversight for development of Corridor System Management Plans (CSMP), Transportation Concept Reports (TCR) and Comprehensive Corridor Plans (CCP).
- Review and coordination of internal and external project development documentation for freight system consideration and inclusion.

Product

Internal/external project and policy documents

Estimated Completion Date

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.14 – Transportation Conformity and Air Quality Planning

Objectives

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

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

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

Participate with federal, state, regional and local agencies during interagency consultation procedures for PM_{2.5} 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 PM_{2.5} standard from 65 ug/m³ to 35 ug/m³ in 2006. U.S. EPA designated the Bay Area as nonattainment for the PM_{2.5} 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 (PM_{2.5}) 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 PM_{2.5} hot-spot analyses 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.

Previous and Ongoing Related Work

Reviewed Transportation Air Quality Conformity Analysis for the Transportation 2040 Plan and 2017 Transportation Improvement Program.
Consulted with Department project sponsors on preparation and submittal of PM2.5 Project Assessment forms.
Participated in Statewide Air Quality Conformity Working Group meetings.

Tasks

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

Products

Estimated Completion Date

Air Quality Conformity Task Force Decisions	Monthly
RTP/TIP Transportation Conformity Analysis Input	As Needed
PM2.5 Project Assessment Forms	As Needed

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process	N/A
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Work Element 6.15 – Climate Change Adaptation Planning

Objectives

Work with the HQ Climate Change Branch as well as with partner agencies in the region to plan, develop and implement projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector, and develop resilient adaptation responses to protect state highway assets and infrastructure, to further the Bay Area's climate protection goals, and improve our region's air quality and public health and safeguard us from sea-level rise.

Description

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

Climate change is expected to significantly affect the Bay Area's public health, air quality and transportation infrastructure through sea level rise and extreme weather. In the Bay Area, the single largest source of GHG emissions is from the consumption of fossil fuel in the transportation sector. In fact, the transportation sector, mostly from cars, trucks, buses, trains and ferries, contributes over 40 percent of the GHG emissions in the region.

As required under SB 375, the 2013 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) will lay out how land use and transportation can work together to reduce GHG emissions. Within this context, the region will need to focus on developing innovative strategies and evaluating their effectiveness in reducing GHG emissions for purposes of informing the development of the SCS.

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

In 2013, Caltrans District 4, in partnership with BCDC, MTC, and BART, was awarded a \$300,000 FHWA grant and will develop a study titled, "Climate Change and Extreme Weather Adaptation Options for Transportation Assets in the Bay Area". The study was completed in December, 2014.

In May, 2011, Caltrans released the "Guidance on Incorporating Sea Level Rise: For use in the planning and development of Project Initiation Documents". The guidance is intended for use by Caltrans Planning staff and Project Development Teams to determine whether and how to incorporate sea level rise concerns into the programming and design of Department projects.

Building on its regional assessment of Bay Area impacts from mid- and end-of-century sea level rise, *Living With a Rising Bay*, the San Francisco Bay Conservation and Development Commission (BCDC) has partnered with the National Oceanic and Atmospheric

Administration Coastal Services Center (NOAA CSC) to work with Bay Area communities in planning for sea level rise. The Adapting to Rising Tides (ART) project will be a collaborative effort involving community officials and stakeholders to address two specific questions: (1) How will sea level rise and other climate change impacts affect the future of Bay Area communities, ecosystems, infrastructure, and economy, and (2) What strategies should we pursue, both locally and regionally, to address these challenges and reduce and manage these risks?

Previous and Ongoing Related Work

Caltrans District 4 provided input to the 2009 California Climate Adaptation Strategy.
Caltrans District 4, BCDC and MTC completed work on the Transportation Risk Assessment Pilot Study.
Caltrans District 4, BCDC, MTC and BART completed work on the FHWA-funded Adaptation Options Study.

Tasks

Staff will continue monitoring and providing input on updates to the California Climate Adaptation Strategy and Climate Action Team Reports to the Governor and Legislature. Monitor and evaluate programs and projects in the 2013 RTP/SCS for their effectiveness in reducing GHG emissions.
Staff will assist with and ensure that Project Initiation Documents incorporate sea level rise concerns as needed, as defined in the May 16, 2011 guidance.
Staff will remain engaged with BCDC in continued development of the Adapting to Rising Tides project.
Staff will continue working with local and regional partners on planning and implementing effective climate change resiliency strategies.

Products

Estimated Completion Date

BCDC ART Project	Complete
BCDC ART Program	Ongoing
Adaptation Options Study	Complete
D4 Vulnerability Assessment	

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process	N/A
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Caltrans Adaptation Planning Grants

Studies that were awarded under the Adaptation Planning Grant Program during the FY 17/18 are listed in **Appendix 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 California Transportation Commission (CTC) earmarked for transit capital projects. Funds are disbursed to local agencies by means of agreements. Funding sources include Senate Bill (SB) 1, Traffic Congestion Relief Program (TCRP), State Highway Account (SHA), Public Transportation Account (PTA) and Propositions 1A, 1B, and 116.

Previous and Ongoing Related Work

Monitoring of projects funded by the sources listed above.

Tasks

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

Products

Estimated Completion Date

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

Estimated Cost by Funding Source

Estimated Person Months and Cost

Not funded through the OWP process.	N/A
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Work Element 7.2 – Federal Assistance for Public Transportation Projects in Non-Urbanized Areas

Objective

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

Description

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

Previous and Ongoing Work

Administer and monitor the FTA Section 5311 grant program.

Tasks

- Participate in roundtable teleconference meetings and applicable transit training classes and workshops.
- Track completed work and complete applicable reports in a timely manner. Keep headquarters (HQ) updated on the District's program status.
- Communicate with the Division of Rail and Mass Transportation (DRMT) Resource Manager/Analyst to prevent budget overruns and ensure quality fiscal management.
- Review and monitor sub-recipient compliance for all transit grant projects as described in executed standard agreements and 49 United States Code (U.S.C.) Chapter 53.
- Collect, review and develop comprehensive list of semi-annual Disadvantaged Business Enterprise (DBE) Utilization data and provide to HQ.
- Conduct annual monitoring of FTA-funded capital projects, which includes vehicles and facility infrastructure projects using forms from the DRMT BlackCat management system. The expanded monitoring inspection requires ride-alongs with agency buses to ensure compliance of FTA requirements (American Disabilities Act (ADA), Title VI, Charter and School Bus programs).
- Conduct annual on-site monitoring of local agencies to ensure compliance of: procurement and asset-management requirements, disposition of assets and maintenance procedures. Also ensure that compliance is met for: School Bus, ADA, Title VI, Drug and Alcohol, Fixed Route and Paratransit and Demand Response Services. Use forms from the DRMT BlackCat management system.
- Attend board and Transit Advisory Committee (TAC) meetings to ensure transit needs are being adequately addressed and considered in the development of the OWP and transportation plans.
- Review agency websites to ensure compliance and that information is adequately advertised to the general public.
- Conduct annual on-site federal compliance reviews.
- Maintain project inventory data spreadsheets for all FTA projects within the District.

Products

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

Estimated Cost by Funding Source

Estimated Person Months and Cost

Not funded through the OWP process

N/A

Work Element 7.3 – Park-and-Ride Program

Objectives

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

Description

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

Previous and Ongoing Related Work

Operate and coordinate maintenance & parking enforcement of State owned park-and-ride facilities.

Participate on Project Development Teams (PDTs) to address operational issues at the conceptual development phase of planning improved or new P& R projects.

Provide program guidelines and respond to requests for rideshare and facility information.

Tasks

Perform annual inventory surveys and prepare census (usage) reports of existing park-and-ride lots.

Maintain D4 park-and-ride computer databases, reports, maps, webpage and files of park-and-ride lot projects and inventory.

Address ongoing requests/inquiries for park-and-ride lot maintenance and services.

Operate an exclusive park-and-ride 1-800 telephone number to provide rideshare & facility information and respond to user concerns.

Coordinate park-and-ride facility rehabilitation & operational or safety improvements with Caltrans functional units.

Request as needed California Highway Patrol enforcement of traffic/parking regulations at facilities or to address safety/security issues at facilities.

Coordinate maintenance and assign bicycle lockers at Caltrans park-and-ride lots.

Products

Project Reports

Annual Program Inventory

Estimated Completion Date

Ongoing

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.1 – Traffic Operations System

Objectives

To implement, operate, monitor, and maintain the Traffic Operations System (TOS) for the Bay Area freeways, as stipulated in the Caltrans TMS Master Plan, 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. In 2014-18 the FSP will reduce the number of trucks to 72, and 500 miles.

Previous and Ongoing Related Work

- Continue improvement of communication system and incident reporting system for tow trucks, CHP dispatchers and other emergency services.
- Integration of the computer aided dispatch (CAD) and automatic vehicle location system (AVL).
- Continue evaluation of the FSP program.

Tasks

- Ongoing evaluation of the FSP program regarding modifications of operating hours, beat assignment, locations and numbers of trucks per beat to provide more effective levels of service.
- Coordinate the dispatch of FSP vehicles based on information regarding the need for services received at the Transportation Management Center (TMC) and record the information on the CAD.
- Develop the FSP impact/evaluation procedures including specific data needs and methodology to evaluate program benefits.
- Gather data and develop a process and criteria for determining tow drivers' performance and motorist (user) satisfaction with the service.
- Maintain FSP System Database to incorporate any change of vehicle identification number, mobile data terminals, radio frequencies, schedules and trouble shooting.
- Assist in evaluation of 12 Tow Service contracts (Request For Proposals) for 2019.
- Assist in evaluation of replacement automatic vehicle locator and Mobile Data Tablet subsystem.
- Assist in evaluation of FSP telecommunication system and management reporting system.

Products

Estimated Completion Date

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

Monthly

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.3 – SMART Corridor Project
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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 issues

between local agencies and Caltrans TMC

Implementation of ramp metering in Corridors

Estimated Completion Date

Completed

Completed and on-going

Pending resolution of security

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 9.1 – Regional Modeling Coordination Study

Objectives

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

Description

The Regional Modeling Working Group is a sub-committee of The Bay Area Partnership made up of representatives from the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), the nine County Congestion Management Agencies (CMAs) in the region, and Caltrans, District 4. The Group is charged with assuring quality and consistency in regional and sub-regional transportation demand forecasting practices throughout the Bay Area. Presently, they are coordinating regional efforts to comply with SB 375, SB 743 and other recent greenhouse gas legislations. As a major part of this effort, they are also coordinating the MTC’s activity based travel demand model and its effect on the Bay Area County’s travel demand models.

Previous and Ongoing Related Work

The Regional Model Working Group has been meeting for years seeking to improve regional models and deal with a variety of ongoing issues.

Current Tasks

- Discuss how Sustainable Community Strategies will be modeled.
- Discuss forecasting methods to meet SB 743 requirements.
- Continue coordinating existing County Models with new MTC Activity Based Model.
- Continue discussions of CMA and County Model updates.
- Participate in model consensus building efforts.
- Participate in discussions of uses for and integration of Census 2010 and American Community Survey data.
- Regional Modeling Group working on Best Practices Manual for Travel Demand Forecasting.

Products

Estimated Completion Date

Travel Demand Model for Sustainable Community Strategy Land Use

Ongoing

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 9.2 – Data Management and Coordination Activities

Objectives

Develop, collect, and maintain spatially-enabled data sets that support a wide array of analytical capabilities to facilitate timely and effective decision making throughout all aspects of the Department's activities; including Planning, Design, Project Management, Operations and Maintenance.

Develop, collect, and maintain spatially-enabled data sets that support Department activities and allow effective communication and data sharing opportunities with key stakeholders in the region and at the state and federal level.

Description

Federal, state, regional and local governments all have a keen interest in implementing an effective and efficient transportation system. Data and analysis tools developed and maintained by the Department support project, corridor and regional-level planning efforts.

Analytical tools, and the data supporting them, require constant maintenance and updates. The Department works internally and with external partners to ensure that the geospatial transportation-related data maintained in its GIS system is current and relevant.

The Department develops and maintains vast amounts of geospatial data in a GIS format, but the majority of data is not easily accessible to staff and management in its current format. The Department strives to make geospatial data available in various formats so that it is readily available to analysts and upper management to facilitate data-driven, effective decisions.

Previous and Ongoing Related Work

Participate in internal GIS coordination meetings including the Statewide GIS Coordinator's meeting, the Statewide Geospatial Data Management subcommittee, and District GIS User Group meetings.

Participate in external GIS coordination meetings including the Bay Area Automated Mapping Association/BayGEO, the Bay Area Regional GIS Committee, and local GIS Day activities.

Work with HQ Office of GIS on development and implementation of geospatial platforms that facilitate access to spatial data and data sharing

Tasks

Enhance and maintain files in geospatial data library.

Convert GIS-formatted data for use on Google Earth/Maps and other web-based platforms.

Train and support internal staff using GIS tools for their functional responsibilities.

Develop a repository of geospatial data in multiple formats with widespread accessibility.

Conduct outreach with stakeholder agencies to facilitate spatial data and information sharing.

Support collection of geospatial transportation asset data in Maintenance 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**Estimated Completion Date**

GIS data library Maintenance	Complete – Ongoing
Google Earth data layer library Maintenance	Complete – Ongoing
Develop and Maintain Web Map Services	Ongoing
County STIP/SHOPP Project Location Maps	Ongoing
Corridor System Management Plan Maps	Ongoing
Functional Classification Changes/Updates	Ongoing

Estimated Cost by Funding Source**Estimated Person-Months and Cost**

Not funded through the OWP process

N/A

Work Element 9.3 - Transportation Monitoring

Objectives

Collect and analyze data on the performance of the transportation system. This information is used in the transportation planning effort to develop transportation improvements.

Description

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

Previous and Ongoing Related Work

Establish travel trends and provide data for project-related documents such as project reports, environmental documents.

Develop baseline data for modeling and forecasting.

Determine usage, violation rates and vehicle occupancy rates on State highways with managed lanes.

Determine the magnitude of congestion and delay trends on State highways

Tasks

Obtain counts from 13 Permanent Count Stations in the District to provide continuous counts each day for the entire year.

Count approximately one-third of the 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). Only if resources allow

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 managed lanes and toll bridges. Collect vehicle volumes, vehicle occupancy, travel time and time savings data at least as resources allow.

Monitor all District freeways and collect data on congestion delays, duration and length of congestion as resources are available.

Products

Estimated Completion Date

Annual Managed Lane Report

Quarterly/Annual Mobility Performance Report

Annual Traffic Volumes on CA State Highways

Annual Ramp Volumes on CA State Highways

Annual Average Daily Truck Traffic on CA State Highways

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through OWP process

N/A

UNIFIED WORK PROGRAM

METROPOLITAN TRANSPORTATION COMMISSION

FY 2018-19

FINAL

APRIL 2018

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 2018-19	Estimated Completion Dates
Policy Advisory Council Annual Meeting with the Commission	As Required FY18/19
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**
- the economic vitality of the metropolitan area, especially by enabling global Support competitiveness, productivity, and efficiency;
 - Increase the safety of the transportation system for motorized and non-motorized users;
 - Increase the security of the transportation system for motorized and non-motorized users;
 - Increase the accessibility and mobility of people and freight;
 - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - Promote efficient system management and operation;
 - Emphasize the preservation of the existing transportation system;

C. Previous Accomplishments

- Objectives**
- Same as above
- Accomplishments**
- Met with Partnership and subcommittees on:
- Plan Bay Area 2040;
 - One Bay Area Grant;
 - Goods Movement Investment Strategy
 - New State Programs including those created by Senate Bill 1;
 - 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 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	Conduct Partnership Board Meetings	meetings as needed	7/01/18	6/30/19
2	Conduct Partnership Technical Advisory Committee Meetings	3-4 meetings per year	7/01/18	6/30/19
3	Conduct Programming and Delivery Working Group Meetings	Quarterly meetings	7/01/18	6/30/19
4	Conduct Transit Finance Working Group Meetings	Monthly meetings	7/01/18	6/30/19
5	Conduct Local Streets and Roads Working Group Meetings	Monthly meetings	7/01/18	6/30/19
6	Conduct Joint Local Streets and Roads/ Programming and Delivery Working Group Meetings	Quarterly meetings	7/01/18	6/30/19

E. Anticipated Future Activities (FY 2019-20)

- Anticipated Future Activities**
- One Bay Area Grant implementation
 - Future effort and Plan Bay Area 2040 Update
 - Transit Sustainability Project implementation
 - Senate Bill 1 Program implementation
 - Discussions of future funding opportunities: Federal grant programs (such as INFRA); Cap and Trade funding; Active Transportation Program
 - Other transportation funding/program development

F. Budget

Salaries & Benefits	Indirect Services	Consultants	Total Expenses	
562,821	284,773	24,522	872,116	
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	Est. FHWA FY'18 C/O	General Fund	Total Revenues
250,000	80,000	24,522	517,594	872,116

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. Following a two-year pilot period, advisors now serve a four-year term.

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 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

<p>Accomplishments</p>	<ul style="list-style-type: none"> • The Policy Advisory Council advised the Commission on multiple subjects including Plan Bay Area 2040, the TIP Investment Analysis, the BAIFA Express Lanes Toll Ordinance, OBAG 2, the Vital Signs website, and the 2017 Advocacy Program. • Worked with staff to provide updates to the Council on MTC’s ongoing DBE and Title VI activities. • Worked with staff to ensure the Council’s access to MTC’s high school internship events. • Ongoing advice to MTC staff.
<p>Work Products</p>	<ul style="list-style-type: none"> • Policy Advisory Council Meetings • Equity and Access Subcommittee meetings • Regional Equity Working Group meetings, as needed • Council Reports/Motions to the Commission • Annual Meeting with the Commission and the Council

D. Work Plan (FY2018-19)

Task No.	Ongoing Tasks/Task Description	Work Products	Start Date	End Date
1	Staff monthly meetings of the Policy Advisory Council	<ul style="list-style-type: none"> ▪ Meeting agendas and packets ▪ Staff reports ▪ Presentation materials 	7/01/18	6/30/19
2	Staff the Equity and Access Subcommittee as needed	<ul style="list-style-type: none"> ▪ Meeting agendas and packets ▪ Staff reports ▪ Presentation materials 	7/01/18	6/30/19
3	Attend the Regional Equity Working Group, as needed	<ul style="list-style-type: none"> ▪ Staff reports, as needed 	7/01/18	6/30/19
4	Plan and implement the annual meeting with the Commission and the Council	<ul style="list-style-type: none"> ▪ Meeting agenda ▪ Presentation materials 	7/01/18	6/30/19
5	Assist with Council reports/motions to the Commission	<ul style="list-style-type: none"> ▪ Prepare memos, as needed 	7/01/18	6/30/19
6	Plan, implement and complete any recruitment, as needed, to fill vacancies that arise in the Council's four-year term	<ul style="list-style-type: none"> ▪ Press release, interview candidates, meet with Commissioners, as needed 	7/01/18	6/30/19
7	Continue orientation for Council advisors appointed in late 2018, as needed	<ul style="list-style-type: none"> ▪ Presentations, as needed 	7/01/18	6/30/19

E. Anticipated Future Activities (FY 2019-20)

Anticipated Future Activities	<ul style="list-style-type: none"> • Staff the Policy Advisory Council (and its subcommittees, as needed) • Complete orientation for all new 2019 Council advisors • Plan and implement the annual meeting with the Commission and the Council • Assist with Council reports/motions to the Commission
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F. Budget

Salaries & Benefits	Indirect Services	Total Expenses	
81,384	41,179	122,563	
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	General Fund	Total Revenues
1,000	1,000	120,563	122,563

Work Element 1120: Planning Emphasis Areas

RTP Process

The Regional Transportation Plan (RTP) sets forth a regional policy and investment framework to maintain, manage and strategically expand the Bay Area's State highways, streets and roads, and transit systems. Over the years, the scope of the RTP has broadened beyond addressing the region's mobility and surface transportation infrastructure needs to include innovative ways to integrate transportation and land use, which are now explicitly linked in the Sustainable Communities Strategy per Senate Bill 375, improve air quality, and address social equity and climate change. The RTP planning process has greatly expanded to include intensive interagency collaboration and public outreach and involvement. The Commission's latest RTP – *Plan Bay Area 2040* – offers new perspectives, policies and strategies for looking at transportation and its relationship to our built and natural environments. *Plan Bay Area 2040* is the second RTP/SCS under Senate Bill 375, which calls for better integration of transportation, housing and land use as a way to reduce greenhouse gas emissions. *Plan Bay Area 2040* includes an Action Plan to address multiple performance target areas; housing; economic development; and resilience.

1120 Major Tasks

- **Regional Transportation Plan/Sustainable Communities**
- **Analyze Regional Data using GIS and Planning Models**
- **Regional Goods Movement**
- **Active Transportation Planning**
- **A Resilient Transportation System for Safe and Sustainable Communities**
- **Regional Trails**
- **Resilience and Hazards Planning**
- **Regional Research and Economic Analysis**
- **Performance Measurement and Monitoring**
- **Access and Mobility Planning**
- **Support Title VI and Environmental Justice**
- **Transportation Conformity and Air Quality Planning**
- **East Palo Alto and Dumbarton Bridge Resilience Study**
- **Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning**
- **Accelerating Implementation of Local and Regional Resilience to Climate Change**

- **Connecting Housing and Transportation**
- **Regional Advance Mitigation Program (RAMP)**
- **Technical Assistance Strategic Planning**

Element 1121: Regional Transportation Plan/Sustainable Communities Strategy

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 Regional Transportation Plan as well as the Sustainable Communities Strategy per Senate Bill 375, in cooperation with the Association of Bay Area Governments, BAAQMD, BCDC, California Air Resources Board (CARB) and California Department of Housing and Community Development (HCD).
- Prepare a programmatic Environmental Impact Report (EIR) for Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in compliance with the California Environmental Quality Act (CEQA), FAST, Senate Bill (SB) 375 and all other applicable state and federal environmental laws.

Description

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 modifications/amendments for *Plan Bay Area 2040*, discussed below, if warranted.

2017 Regional Transportation Plan/Sustainable Communities Strategy

- In July 2017, MTC and ABAG adopted the 2017 RTP/SCS (*Plan Bay Area 2040*), the update to the 2013 RTP/SCS (*Plan Bay Area*). *Plan Bay Area 2040* meets the same statutory and planning requirements as *Plan Bay Area* described above.
- In comparison to the 2013 RTP/SCS, *Plan Bay Area 2040* includes revised planning assumptions including an increase in the jobs and household forecast, and an increase in the available transportation revenues. While there are no updates required for RHNA a part of the update, as described above, an updated land-use pattern was developed and a new transportation investment strategy was identified and integrated with the land use pattern.
- The 2017 update met the same GHG emissions reduction targets established by CARB for the 2013 RTP/SCS.

Environmental Impact Report for the 2017 RTP/SCS

- The program EIR for *Plan Bay Area 2040* followed a parallel process to *Plan Bay Area*. MTC and ABAG certified the final EIR in July 2017.

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 adopted the 2017 RTP/SCS in July 2017, known as *Plan Bay Area 2040*.

Work Products

- MTC and ABAG adopted the 2017 RTP/SCS, as well as the program Environmental Impact Report (EIR) in July 2017. The adopted Plan included the following:
 - An updated transportation investment strategy reflecting new funding sources and new investments since the last RTP adoption
 - An updated forecasted land use pattern, including a new regional economic and demographic forecast
 - A suite of supplemental reports ranging from public outreach/engagement to travel and land use model documentation
 - A program EIR with specific mitigation measures and an analysis of a reasonable range of alternatives
- Conducted internal and external focus groups and interviews to identify lessons learned from *Plan Bay Area 2040* in advance of the next long-range planning cycle
- Began initial policy analysis and futures development work for the related *Futures* initiative discussed below, including public and stakeholder outreach to support such work

MTC/ABAG’s integrated planning program initiated a new *Futures* process in FY17-18, ahead of the next Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), to prioritize strategies, projects, and programs that would help to achieve regional goals under a variety of circumstances. “Futures” are distinct from typical planning scenarios in their consideration of risk, including natural hazards, economic shocks, technology and automation. *Futures* is expected to enhance meaningful engagement during public and stakeholder consultation and set the stage for a more robust and comprehensive 2021 RTP/SCS.

D. Work Plan (FY 2018-19)

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) 	As needed	
2.	Staff will continue to develop, manage, and monitor progress on the overall work plan and schedule for implementing the RTP/SCS.		Ongoing	
3.	Staff will continue to engage stakeholders with policies and	<ul style="list-style-type: none"> ▪ Staff reports 	Ongoing	

	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 	As needed	
5.	Staff will conduct policy analyses in support of the <i>Futures</i> initiative, ultimately to be considered and potentially incorporated into the Preferred Scenario for the next RTP/SCS.	<ul style="list-style-type: none"> ▪ Technical reports ▪ Presentation materials to technical and non-technical audiences 	7/01/18	6/30/19
6.	Staff will engage in outreach with stakeholders through advisory working groups, elected officials through the MTC Planning Committee/ABAG Administrative Committee, and the public through outreach events on <i>Futures</i> .	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Technical reports ▪ Meeting agendas and notes 	7/01/18	6/30/19
7.	Staff will develop “futures” – basically, divergent scenarios that can be used to evaluate projects and policies – and conduct analyses to maximize performance towards regional goals.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Technical reports ▪ Meeting agendas and notes 	7/01/18	6/30/19
8.	Staff will conduct a transportation project performance assessment in the context of the <i>Futures</i> initiative to identify high-performing projects across futures for potential	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials 	7/01/18	6/30/19

incorporation into the Preferred Scenario for the next RTP/SCS.

- Technical reports
- Meeting agendas and notes

9. Staff will develop regional control totals for population, housing, and jobs, as well as associated revenue forecasts, in preparation for the next RTP/SCS.

- Staff reports 7/01/18 6/30/19
- Presentation materials
- Technical reports
- Meeting agendas and notes

E. Anticipated Future Activities (FY 2019-20)

Anticipated Future Activities

- Following the completion of the *Futures* initiative, the 2021 RTP/SCS will officially kick off, integrating key findings from *Futures* with all statutorily-required processes including official control totals and revenue forecast for the fiscally-constrained RTP/SCS.
- Work will include development of a preferred scenario (land use + transportation) as well as prioritized strategies to achieve that future regional vision; robust outreach activities will ensure public participation in the RTP/SCS process.
- By spring 2020, the preferred scenario will be adopted and the EIR process will begin, including scoping and identification of EIR alternatives.

October 2017 Amendment (SB1 Planning Formula Funds)

Project Description

MTC/ABAG’s integrated planning program will initiate a new “futures” process this fiscal year, ahead of the next Sustainable Communities Strategy (SCS), to prioritize strategies, projects, and programs that would help to achieve regional goals under a variety of circumstances. “Futures” are distinct from typical planning scenarios in their consideration of risk, including natural hazards, economic shocks, technology and automation. Futures planning is expected to enhance meaningful engagement during public and stakeholder consultation and set the stage for a more robust and comprehensive SCS.

Responsible Parties

The integrated MTC/ABAG staff will work in coordination with consultant teams to conduct policy analysis and innovative engagement practices to support futures development.

Overall Project Objectives

- Develop innovative long-range planning methods to support the initiation of the Sustainable Communities Strategy (SCS)
- Identify priority regional goals, policies and strategies across a wider range of focus areas, including but not limited to the following:
 - Transportation
 - Housing
 - Climate change and resilience
 - Economic development
 - Equity
 - Health
 - Technology and automation
- Engage policymakers and the public in meaningful dialogue about the plausibility and effect of potential futures and the impact on a range of regional goals

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Identify suite of policy analysis topical areas	<ul style="list-style-type: none"> ▪ Staff report 	January 2018	February 2018
2.	Draft and final policy analysis reports	<ul style="list-style-type: none"> • Staff and consultant-led technical report 	January 2018	June 2018
3.	Prepare framework for futures visioning/selection	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials 	January 2018	March 2018
4.	Futures analysis (rounds 1 and 2)	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Technical reports ▪ Meeting agendas and notes 	March 2018	January 2019
5.	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	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Technical reports ▪ Meeting agendas and notes 	January 2018	ongoing

Administrative Committee on the development of the Plan.

- | | | | | |
|----|---|---|------------|--------------|
| 6. | Personas development and “pop-up” outreach events on futures. | <ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials | March 2018 | January 2019 |
|----|---|---|------------|--------------|

F: Budget

Salaries & Benefits	Indirect Services	Consultants	Total Expenses					
1,350,775	683,458	1,693,698	3,727,931					
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	Est. FHWA FY'18 C/O	SB1 Allocated Funds FY'19	Est. SB1 Allocated FY'18 C/O	STP PL	General Fund	Local Funds	Total Revenues
600,000	100,000	145,558	428,385	398,140	802,295	903,553	350,000	3,727,931

Fiscal Year 2018-19 (SB1 Planning Formula Funds)

Project Description

In fiscal year 2018-19, SB1 Planning Formula Funds will provide funding to expand the reach of the Futures initiative to include a series of *perspective papers* on emerging issues. This will include a deep dive on Transportation Demand Management strategies and Regional Growth Strategies. The goal of the perspective papers will be to develop a series of regional policy strategies that can be incorporated into MTC/ABAG land use and travel demand models and pave the way for the Preferred Scenario for Plan Bay Area 2040.

Responsible Parties

The integrated MTC/ABAG staff will lead this work, working in coordination with consultants.

Overall Project Objectives

- Develop innovative long-range planning methods to support the initiation of the Sustainable Communities Strategy (SCS)
- Identify priority regional goals, policies and strategies across a wider range of focus areas, including but not limited to the following:
 - Transportation
 - Housing
 - Climate change and resilience
 - Economic development
 - Equity

- Health
- Technology and automation
- Engage policymakers and the public in meaningful dialogue about the plausibility and effect of potential futures and the impact on a range of regional goals

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Complete perspective paper on Transportation Demand Management	▪ Staff/consultant report	July 2018	September 2018
2.	Complete perspective paper on Regional Growth Strategies	▪ Staff/consultant report	July 2018	December 2018
3.	Complete perspective paper on the Future of Jobs	▪ Staff/consultant report	July 2018	March 2018

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; federal, state, and regional equity analyses; regional project performance assessment and federal and state performance monitoring; and, federal, state, and regional scenario analysis.
- Develop, maintain, and implement robust mapping tools and data capable of supporting all manner of agency activities, including communicating with key stakeholders in an efficient, effective, and engaging manner.

Description

- Federal and state air quality statutes rely heavily on regional travel demand models and other analytical tools to forecast the impact of transportation projects and policies on the environment. MTC, as the Metropolitan Planning Organization (MPO), must use analytical tools that meet the requirements of these statutes. MTC uses the regional travel model, a regional land use model, as well as GIS tools to perform this work.
- California Senate Bill 375 requires MPOs to develop a Sustainable Communities Strategy as part of the Regional Transportation Plan that meet greenhouse gas (GHG) emission targets set by the California Air Resources Board. MTC, as the MPO, is required to use both analytical and visual tools to quantify and visualize the impact of transportation projects and policies on greenhouse gas emissions.
- Federal, state, regional, and local governments all have a keen interest in ensuring that transportation funds are distributed in an equitable manner. MTC uses the full complement of analytical tools, including the travel model, land use model, and GIS, to support robust equity analyses.
- Federal, state, regional, and local governments all have an interest in implementing an effective and efficient transportation system. MTC, cities, counties, and transit agencies use our analytical tools and data to support project, corridor, and regional-level planning studies, including airport access planning.

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 2017 Regional Transportation Plan and Sustainable Communities Strategy;
- We used our state-of-the-art land use model in support of all aspects of our 2017 Regional Transportation Plan and Sustainable Communities Strategy;
- Successfully collected consistent on-board survey data from more than fifteen regional transit operators;
- Collected travel survey data on users and non-users of ride-hailing services in the San Francisco Bay Area to inform behavioral trade-offs for incorporation into travel modeling
- Creating, in cooperation with peer MPOs, an efficient, maintainable open source activity-based travel model platform (ActivitySim - <https://activitysim.github.io/>);
- Creating, in cooperation with peer MPOs, dynamic transit assignment software (Fast-Trips - <http://fast-trips.mtc.ca.gov/>);
- Developed a set of options for moving forward with an improved freight model development program;
- Worked with the Operations team to design a regional Dynamic Traffic Assignment model for implementation
- Entered into a memorandum of understanding with peer MPOs to cooperatively collect household travel survey information;
- Created an on-line searchable GIS data can be found in our data portal (<http://opendata.mtc.ca.gov/>);
- Supported MTC's Vital Signs effort with an on-line data portal (<https://open-data-demo.mtc.ca.gov/>).
- Creating or are developing the following web-based tools: regional transportation plan project database, parking data inventory tool, 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).

Work Products

- Plan Bay Area 2040 Technical Documentation and Maps
- Model Development Documentation
- On-board Transit Survey Documentation

- ActivitySim software and documentation
- Fast-Trips software and documentation
- Data Portal

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1.	Staff will continue to make necessary refinements to the travel model for the next Regional Transportation Plan, including incorporating disruptive modes such as ride-hailing and autonomous vehicles	▪ Technical memos, reports, and presentations	7/01/18	6/30/19
2.	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	7/01/18	6/30/19
3.	Staff will manage and maintain GIS base map databases used by Bay Area Transportation Agencies.	▪ Data, online tools	7/01/18	6/30/19
4.	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	7/01/18	6/30/19

E. Anticipated Future Activities (FY 2019-20)

Anticipated Future Activities	<ul style="list-style-type: none"> ▪ In FY 2018-19, staff completed a round of development efforts, including incorporating ride-hailing services and other household mobility options into the regional activity-based travel model. Staff will continue to iterate and refine these developments. ▪ Staff will support the Operations section in the implementation of a Dynamic Traffic Assignment model to better capture the effects of queuing, bottlenecks and roadway delay
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October 2017 Amendment (SB1 Planning Formula Funds)

Project Description

Develop Regional Planning Databases and Data Access Portals

MTC/ABAG’s integrated planning program will develop, maintain, and support a Regional Planning Database and extend the current Data Portal to include Residential Permits, Housing Policies, Bike Ped Counts, among key datasets that inform the transportation and housing work conducted by the agency. This Database and Web Portals will support agency efforts to address the Bay Area’s housing challenges

through coordinated efforts to produce more housing, preserve existing housing affordability, and prevent residents against economic displacement. The Bike Ped data that we collect will be used to support the development of guidelines, provide technical assistance and data hosting for bicycle and pedestrian count data.

Responsible Parties

The integrated MTC/ABAG staff will collect, store and manage this information in support of agency efforts to address regional housing challenges, performance monitoring, travel modeling and capital improvement projects within the region.

Overall Project Objectives

- Collect, map, and analyze location and affordability information for all building permits issued by Bay Area jurisdictions; engage and advocate with State HCD to improve data quality, consistency, and ease of reporting; complete annual RHNA Progress Reports
- Develop a searchable online directory of key housing policies in use by each Bay Area jurisdiction and a toolkit of policy best practices, key considerations for implementation, and local examples.
- Create and maintain an open-sourced website to host and visualize bicycle and pedestrian count data.
- Provide local jurisdictions and organizations a common place to upload, download and analyze data for grant applications and project evaluation purposes.

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Compile Jurisdiction Residential Permit Data	▪ Residential Permit Database	January 2018	March 2018
2.	Compile Jurisdiction Housing Policies	• Housing Policy Database	March 2018	May 2018
3.	Develop Website	▪ Publicly Accessible Housing Permit Website	April 2018	June 2018
4.	Build Data Visualization and Reporting Tools for Permit and Housing Policy Data	▪ Reporting and Visualization Tools for Housing Website	May 2018	June 2018
5.	Compile Bike and Pedestrian Count Data	▪ Bike-Ped Count Database	January 2018	April 2018
6.	Develop Bike-Pedestrian Website	▪ Publicly Accessible Bike-Ped Count Website and Data Portal	April 2018	June 2018

Fiscal Year 2018-19 (SB1 Planning Formula Funds)

Project Description

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.

Responsible Parties

The integrated MTC/ABAG staff will lead this work, working in conjunction with consultants.

Overall Project Objectives

- Maintain and enhance analytical tools and databases used in support of Key programs and initiatives like the Regional Transportation Plan, Regional Housing Needs Determination, and Regional Goods Movement.
- Pursue improved freight modeling and traffic assignment procedures as follow-up to our program design efforts.
- 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.

Task No.	Task Description	Work Products	Start Date	End Date
1.	Maintain and Enhance Analytical Tools and Databases	▪ Fully Functioning and Accessible Database and Analytical Tools	July 2018	June 2019
2.	Staff will improve freight modeling and traffic assignment procedures	▪ Freight Model Program Design Documentation	July 2018	June 2019
3.	Staff will continue to improve our land use model, aimed at better supporting transportation and land use coordination efforts	▪ Technical memos, reports, and presentations	July 2018	June 2019
4.	Staff will continue collecting and analyzing transit on-board survey data collected via a joint effort with transit operators and use the information in travel model development activities and equity analyses	▪ Technical memos, reports, and presentations	July 2018	June 2019

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Consultant	Total Expenses					
2,328,093	1,177,956	45,000	2,451,001	6,002,050					
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	Est. FHWA FY'18 C/O	FTA 5303 FY'18 Est. C/O	SB1 Allocated Funds FY'19	Est. SB1 Allocated FY'18 C/O	STP PL	General Fund	Local Funds	Total Revenues
1,326,878	750,000	742,019	165,982	494,921	146,000	879,033	1,045,717	451,500	6,002,050

Work Element 1124: Regional Goods Movement

A. Project Description

Objectives	<ul style="list-style-type: none"> ▪ Implement the Regional Goods Movement Investment Strategy in concert with CMAs, Ports (both Maritime and Aviation), Bay Area Air Quality Management District (BAAQMD), and local jurisdictions to prioritize funding commitments for critical freight infrastructure and emissions reductions strategies. ▪ Continue to participate in statewide goods movement planning efforts and funding initiatives. ▪ 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 ▪ Convene Regional Airport and Seaport Planning groups, as needed.
Description	<p>Implement the Regional Goods Movement Investment Strategy</p> <ul style="list-style-type: none"> • This assumes Commission adoption of this ten-year prioritized set of projects and programs in early 2018. • MTC will work to monitor the delivery of projects and programs included in the investment strategy. • MTC will endorse projects from this strategy for state and federal discretionary funding sources. • MTC will work with CMAs, the Bay Area Air Quality Management District, and Ports on delivering community protection projects. <p>Continue to monitor/support statewide goods movement planning efforts and funding initiatives.</p> <ul style="list-style-type: none"> • MTC will continue to participate in the California Freight Advisory Committee (CFAC), which continues to meet quarterly to guide development of the California Freight Mobility Plan (CFMP). • Participate in statewide planning efforts related to federal freight formula funding, including the prioritization of Critical Urban and Rural Corridors and the Freight Investment Plan. • Coordinate with local partners on prioritization of project proposals for new SB1 funding programs, especially the new Trade Corridors program. <p>Improving Goods Movement Efficiency and Competitiveness in Northern California Mega-region Study (also included under Appendix D)</p> <ul style="list-style-type: none"> • MTC is leading the Study in coordination with San Joaquin Council of Government, Sacramento Area Council of Governments, Association of Monterey Bay Governments (AMBAG), and Caltrans • The study will focus on two primary tasks this fiscal year- 1) expanding the Bay Area goods movement investment strategy to a megaregional strategy; and 2) further research on the future of the megaregional freight cluster including the impact of technology and automation.

	<p>Regional Airport and Seaport Planning</p> <ul style="list-style-type: none"> • Convene Regional Airport Planning Committee (RAPC) or Seaport Planning activities, as needed • Consider potential impacts related to passenger and freight volumes at three major airports.
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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"> ▪ Goods Movement Investment Strategy (expected in early 2018) ▪ Regional Goods Movement Plan adoption (February 2016) ▪ Freight Emission Reduction Plan (Fall 2017) ▪ Regional Airport System Planning Analysis Update 2011 (September 2011) ▪ San Francisco Bay Area Seaport Plan (Amended through December 2011)
Work Products	<ul style="list-style-type: none"> ▪ Same as above

D. Work Plan (FY 2017-18)

Task No.	Task Description	Work Products	Start Date	End Date
1	Monitor implementation of Goods Movement Investment Strategy	<ul style="list-style-type: none"> ▪ Committee memos and presentations 	Ongoing	
2	Evaluate and endorse regional goods movement project proposals for state and federal funding sources	<ul style="list-style-type: none"> ▪ Committee memos and presentations 	As needed	
3	Participate in state goods movement meetings	<ul style="list-style-type: none"> ▪ Meeting notes 	Ongoing	
4	Improving Goods Movement Efficiency and Competitiveness in Northern California Mega-region Study	Report	7/1/2018	6/30/2019

E. Anticipated Future Activities (FY 2019-20)

Anticipated Future Activities	<ul style="list-style-type: none"> ▪ Incorporation of freight investment strategy into next RTP/SCS
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October 2017 Amendment (SB1 Planning Formula Funds)

Project Description

MTC will release and disseminate a short-mid term (10 year) “goods movement investment strategy” and engage partners from the megaregion (SACOG, SJCOG, and AMBAG) on this approach via the mega-regional goods movement study.

Responsible Parties

The integrated MTC/ABAG staff will work in coordination with consultant teams and other agencies to refine revenue estimates and prioritize projects and programs.

Overall Project Objectives

- Develop a comprehensive goods movement investment strategy that can be used by the Bay Area to set priorities for future federal, state, and regional funding opportunities.
- Develop a comprehensive strategy encompassing not only highway projects, but also rail projects and zero and near-zero emissions reduction strategies and programs.
- Engage stakeholders, including megaregional MPOs, the business community, and advocacy groups, on this effort.

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Develop revenue estimates	<ul style="list-style-type: none"> ▪ Data, Technical memo 	January 2018	February 2018
2.	Develop project and program lists based on past planning efforts and engagement with partners	<ul style="list-style-type: none"> • Data, Technical memo 	January 2018	February 2018
3.	Give public presentations on the strategy and seek to encompass megaregional geography	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials 	January 2018	December 2018

F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses		
100,531	50,866	374,569	525,966		
Estimated SP&R FY'18 C/O	SB1 Allocated Funds FY'19	Est. SB1 Allocated FY'18 C/O	General Fund	Local Funds	Total Revenues
220,569	1,000	44,000	194,397	66,000	525,966

Fiscal Year 2018-19 (SB1 Planning Formula Funds)

Project Description

Staff will produce and give several presentations on the adopted Regional Goods Movement Investment Strategy with the goal of expanding its geographic reach to the megaregion (San Joaquin, Sacramento and Monterey regions)

Responsible Parties

The integrated MTC/ABAG staff will lead this work, working in coordination with consultants.

Overall Project Objectives

- Present goods movement investment strategy to megaregional audiences to inform partners of the work.

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Present goods movement investment strategy	▪ Presentation	July 2018	June 2019

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.
- Help to achieve Plan Bay Area goals related to CO₂ reduction, active transportation, safety, mobility.
- Implement and oversee a regionally connected bike share transportation system in the Bay Area.
- Provide active transportation policy for programming regional discretionary funding for the One Bay Area Grant Program (OBAG).
- Provide technical and policy direction for the state Active Transportation Program (ATP).
- Collect and analyze performance measure data for levels of active transportation (bicycle and pedestrian counts).

Description

- MTC's Routine Accommodations Policy (MTC Resolution No. 3765) calls for local agencies to plan for all roadway users' needs in planning and project development. The Complete Streets Checklist is required to be completed by agencies receiving regional discretionary funding for project that affect the travel way.
- MPOs develop a Sustainable Communities Strategy to house the region's population and reach per capita greenhouse gas emissions reduction (GHG) targets per Senate Bill 375. Bicycling and walking are components to achieving these targets.

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. Staff works with CMAs and cities to ensure completion of the checklist and adherence to MTC policy.
 - Administered and programmed more than \$60 million for 30 projects in the first cycle of the Regional Active Transportation Program
 - Secured agreements with an operator and five cities to launch a privately owned, financed and operated bike share system totaling 7,000 bikes across Berkeley, Emeryville, Oakland, San Francisco, and San Jose.
 - Over 10,000 members have joined the Ford GoBike system in the 5 cities
 - Launched Bike Share for All, an equity outreach program with over 15000 members and growing.
 - Awarded Bike Share Capital funds to three communities for continued expansion of bike share outside in the Bay Area.

D. Work Plan (FY 2018-19)

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 	7/01/18	6/30/19
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 	7/01/18	6/30/19
3	One Bay Area Grant Monitoring and Policy Development	<ul style="list-style-type: none"> ▪ Coordination with CMAs to revise Complete Streets checklist and advise on local policies. ▪ Staff reports ▪ Presentation materials ▪ External recommendations to state agencies on project proposals. 	7/01/18	6/30/19

4.	Bay Area Bike Share Expansion	<ul style="list-style-type: none"> ▪ Continued management of Motivate contract and expansion of bike share system in 5 cities ▪ Management of Bike Share Capital program ▪ Administration of equity outreach program 	7/01/18	6/30/19
5.	Regional Bicycle & Pedestrian Counts Program	<ul style="list-style-type: none"> ▪ Strategic plan for regional program implementation 	7/01/18	6/30/19
6.	Active Transportation Program (ATP)	<ul style="list-style-type: none"> ▪ Score state & regional applications 	7/01/18	6/30/19

E. Anticipated Future Activities (FY 2019-20)

- Anticipated Future Activities**
- Continued support for Complete Streets – updated checklist process and workshops for local jurisdictions
 - Continued support for regional bicycle and pedestrian counts – implement recommendations per consultant study
 - Continued monitoring and implementation of regional bike share program – privately-funded program, emerging cities, and equity outreach.

October 2017 Amendment (SB1 Planning Formula Funds)

Project Description

Through the Active Transportation Program, MTC staff work to increase and improve safety for non-motorized trips around the region and provide local jurisdictions with assistance to consider the needs of bicyclists and pedestrians in planning and development projects. The SB1 Planning Formula Funds will be used to advance a key component of the Active Transportation Program, the Bicycle and Pedestrian Count Program, to move forward with regional count guidelines, technical assistance and data hosting for bicycle and pedestrian count data. Also, additional safety considerations related to active transportation.

Responsible Parties

The integrated MTC staff will work in coordination with local jurisdictions, congestion management agencies and bicycle/pedestrian advocates to create a new platform for shared bicycle and pedestrian data.

Overall Project Objectives

- Provide local jurisdictions and active transportation partners with data tools and policies to help strengthen grant applications and project analysis
- Reduce count program workload and hosting costs by centralizing information
- Inform MTC's Vital Signs and Traveling Modeling

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Explore partnership opportunities with SCAG and Caltrans	<ul style="list-style-type: none">▪ Technical memos and reports▪ Coordination with partner	July 2018	June 2019
2.	Launch the open-sourced website to house existing manual and automatic count data	<ul style="list-style-type: none">▪ Outreach to partners▪ Website testing and troubleshooting	July 2018	June 2019

Fiscal Year 2018-19 (SB1 Planning Formula Funds)

Project Description

Through the Active Transportation Program, MTC staff work to increase and improve safety for non-motorized trips around the region and provide local jurisdictions with assistance to consider the needs of bicyclists and pedestrians in planning and development projects. The SB1 Planning Formula Funds will be used to advance a key component of the Active Transportation Program, the Bicycle and Pedestrian Count Program, to move forward with regional count guidelines, technical assistance and data hosting for bicycle and pedestrian count data. Also, additional safety considerations related to active transportation.

Responsible Parties

The integrated MTC staff will work in coordination with local jurisdictions, congestion management agencies and bicycle/pedestrian advocates to create a new platform for shared bicycle and pedestrian data.

Overall Project Objectives

- Provide local jurisdictions and active transportation partners with data tools and policies to help strengthen grant applications and project analysis
- Reduce count program workload and hosting costs by centralizing information
- Inform MTC's Vital Signs and Traveling Modeling

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Continue to coordinate with SCAG, Caltrans and other MPOS	<ul style="list-style-type: none"> ▪ Coordination with partner 	July 2018	June 2019
2.	Maintain and operate the open-sourced website to house existing manual and automatic count data	<ul style="list-style-type: none"> ▪ Outreach to partners ▪ Website testing and troubleshooting 	July 2018	June 2019

F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses				
225,637	114,166	287,438	627,241				
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	Est. FHWA FY'18 C/O	SB1 Allocated Funds FY'19	Est. SB1 Allocated FY'18 C/O	Coastal Conservation/CMAQ/STP	General Fund	Total Revenues
30,000	10,000	61,438	30,000	81,000	105,000	309,803	627,241

Work Element 1126: A Resilient Transportation System for Safe and Sustainable Communities

A. Project Description

Objectives

- Conduct a robust, region-wide assessment of the transportation system, Priority Development Areas (PDAs) and disadvantaged and vulnerable communities as identified in the State of California's CalEnviroScreen tool (www.Dehha.Ca.Gov/Calenviroscreen/report/calenviroscreen-30) and MTC's Communities of Concern.
- Develop a suite of actions to be advanced at agency, local, regional, state and federal scales, including early and priority actions for transportation assets and services.
- Engage partners and stakeholders in an inclusive process where different ideas, values, and knowledge sets are leveraged to ensure that findings and outcomes are being addressed at appropriate scales, with a focus on robust representation and engagement of representatives of vulnerable and disadvantaged communities.
- Increase regional agreement on the tools, processes, models and data used in adaptation planning to build capacity among federal, state and local agencies, organizations to work together towards multi-benefit, shared solutions that are based in robust, inclusive assessments that can support the decision making necessary to take action.

Description

The 9-county Bay Area is made up of a range of diverse communities, economic centers, transportation and other major infrastructure located along the shoreline and that are highly vulnerable to current fluvial and coastal flooding and the threat of increased flooding due to sea level rise.

Through an inclusive approach involving key agencies and critical community stakeholders, this project will deliver a regional vulnerability assessment of, and adaptation strategies for, the Bay Area's transportation infrastructure, Priority Development Areas (PDA's) as identified in the Sustainable Communities Strategy (Plan Bay Area), and Communities of Concern as defined by the Metropolitan Transportation Commission.

Background

Some of the highest density development in the 9-County Bay Area is located on the shoreline, much of it on land fill. Many of these areas depend on ad-hoc shoreline protection that includes roadways and rail lines that are currently protecting communities and businesses. Without proactive intervention, a significant number of Caltrans assets, among other assets, in the Bay Area will be flooded by current and future conditions. In fact, the entire Bay Area transportation system is at risk, including local streets and roads, the airports, rail lines, ferry and transit services. Some of this infrastructure already experiences flooding during the winter months.

Multi-sector assessments, as have been conducted by the San Francisco Bay Conservation and Development Commission (BCDC) in partnership with the Metropolitan Transportation Commission (MTC) along with other critical stakeholders, are needed to understand the interconnected nature of our communities, our infrastructure and the relationship to the Bay shoreline. BCDC’s Adapting to Rising Tides Program (ART) has developed a proven approach that will serve to advance a shared regional understanding of transportation and community vulnerability to flooding and sea level rise while identifying specific priority adaptation responses to protect transportation assets and the communities in which they serve. This information will be integrated into the Bay Area’s Sustainable Communities Strategy, called Plan Bay Area, and in other appropriate regional planning documents.

A regional framework can support the development and demonstrate the interconnectedness of a foundational body of research, data and tools that can be used broadly across the region, and that ensures stakeholders are working from the same set of quality and verifiable data and accessing appropriate technical resources to arrive at a specific set of options and approaches to improve resiliency.

Additionally, this effort will serve to increase capacity within agencies and jurisdictions, and among community stakeholders, to incorporate adaptation strategies appropriately into work, as well as serve to strengthen relationships and increase consensus on actions. An important component of this work is a process by which partners from community-based and nonprofit organizations and residents of disadvantaged and vulnerable communities can help establish values and approaches that put the people and communities at the frontlines of climate impacts first.

B. Planning Factors Addressed

- Reduce or mitigate storm water impacts of surface transportation;
- Improve the resiliency and reliability of the transportation system;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system;

C. Previous Accomplishments

Objectives ■ Same as above

Accomplishments Completed Work Products:

- Adapting to Rising Tides (ART) Alameda County project, 12 asset categories assessed and adaptation responses developed.
- Federal Highways Administration (FHWA) joint-agency (BCDC, MTC, Caltrans, BART) projects assessing sea level rise and extreme storm

vulnerabilities of transportation infrastructure including streets, roads, interstates, bike/pedestrian trails, BART, and Capitol Corridor, and the development of strategies to address identified vulnerabilities.

- ART Hayward Resilience Study of the southern Hayward shoreline including the Hayward approach to SR92.
- ART Oakland/Alameda Resilience Study of the Oakland Coliseum area and the Oakland International Airport.
- ART Contra Costa County project, 30 asset categories assessed and adaptation responses developed.
- Capitol Corridor JPA intercity passenger rail “hot spots” vulnerability assessment.
- BART FTA-funded sea level rise assessment.
- Stronger Housing, Safer Communities joint BCDC-ABAG analysis and development of strategies to reduce the risk of current and future housing and communities to earthquakes and flood hazards.
- San Mateo County vulnerability assessment (SeaChange San Mateo)
- Marin coast-side vulnerability assessment (C-SMART) and bayside assessment (BayWave, to be completed Fall 2016)
- ART regional sea level rise and shoreline analysis and mapping products (all nine counties by early 2017)

Work Products

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	Working Group and Public Engagement	<ul style="list-style-type: none"> • Regional Working Group (RWG) Formed • Public Engagement Plan Established • RWG Meetings (12 or more) • Public Engagement Meetings (7 or more) 	July 2018	April 2019

2	Conduct Regional Assessment of Transportation and Community Assets	<ul style="list-style-type: none"> • Transportation and Community Assets list • Climate impacts and scenarios • Maps of regional vulnerabilities • Assessment Questions and Preliminary Vulnerability Assessment • Data and Information Gaps • Finalized Assessment Findings • Vulnerability and Consequences Statements 	July 2018	June 2019
3	Regional Assessment Framework	<ul style="list-style-type: none"> • Preliminary Transportation and Community Asset Indicators • Final Indicators • Draft Regional Assessment Framework • Final Regional Assessment Framework 	July 2018	November 2018
4	Develop Strategies	<ul style="list-style-type: none"> • Preliminary Actions • Evaluation Criteria • Preliminary List of Priority Actions 	July 2018	April 2019
5	Confirm and Implement Adaptation Actions	<ul style="list-style-type: none"> • -Implementation Recommendations • List of Potential Sources of Funding • Strategies for Incorporation in the Sustainable Communities Strategy • Final Report 	Aug 2018	June 2019
6	Quarterly Progress Reports and Invoicing	<ul style="list-style-type: none"> • Quarterly reporting to Caltrans • Regular invoicing 	July 2018	June 2019

E. Anticipated Future Activities (FY 2019-2020)

- Anticipated Future Activities**
- Inclusion of findings in Plan Bay Area 2021 scenario development
 - Completion of multi-sector, county-scale sea level rise vulnerability assessments for all nine counties using a consistent approach such as Adapting to Rising Tides
 - Development of a Regional Adaptation Plan
 - Prioritized list of vulnerable Caltrans District 4 assets and actions to reduce those risks

F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses
39,014	19,741	726,132	784,887
Est. FTA 5304 FY'18 C/O	Local Funds	Total Revenues	
741,657	43,230	784,887	

Work Element 1127: Regional Trails

A. Project Description

Objectives	<ul style="list-style-type: none"> • Work to complete the remaining gaps in the San Francisco Bay Trail and implement the San Francisco Bay Area Water Trail. • Seek and provide funding to implementing agencies to significantly advance the development of the Bay Trail and Water Trail. • Expand awareness of the Bay Trail and Water Trail through creative public outreach tools. • Provide local agency technical assistance to assist with trail development. • Help to incorporate regional trails into the framework of the Regional Transportation Plan and Sustainable Communities Strategy.
Description	<p>This work element comprises grant contract management, technical assistance, analysis, public outreach and non-profit administration pertaining to regional trail planning and implementation, as well as ongoing efforts to include these initiatives in the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)</p>

B. Planning Factors Addressed

Planning Factors Addressed

- Encourage mode shift and reduce greenhouse gas emissions;
- Improve the connectivity and functionality of the regional trail transportation system;
- Increase public awareness of regional trail networks;
- Improve the health and safety for non-motorized users;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing trail infrastructure;
- Protect and enhance the environment, encourage active transportation, improve the quality of life, and promote completion of regional trail network supported by local jurisdictions.

C. Previous Accomplishments

Objectives	<ul style="list-style-type: none"> ▪ Same as above
Accomplishments	<ul style="list-style-type: none"> • Reached 354 complete Bay Trail miles, over 70% of the entire network (December 2017) • Designated the 38th Water Trail site (December 2017) • Released new Water Trail website and education maps (October 2017) • Allocated over \$490,000 for water access improvements (December 2017) • Feature Bay Trail and Water Trail stories aired on NBC Bay Area's Open Road with Doug McConnell (Spring 2017) • Twelve Bay Trail smart phone audio tours produced and promoted through Vizzit Places and the <i>Bay Trail On Tour</i> initiative (May 2017) as

	new ways to explore the edge of the bay
Work Products	▪ Same as above

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	Bay Trail / State Coastal Conservancy Block Grants	<ul style="list-style-type: none"> ▪ Contract management ▪ Work plans/budgets ▪ Plan Review ▪ Final Approval 	7/1/18	6/30/19
2	Water Trail / State Coastal Conservancy Block Grant	<ul style="list-style-type: none"> ▪ Contract management ▪ Work plans/budgets ▪ Plan Review ▪ Final Approval 	7/1/18	6/30/19
3	Bay Trail Gap Closures / Water Trail Implementation	<ul style="list-style-type: none"> ▪ Technical Assistance ▪ Analysis ▪ Local Development Review ▪ Regional Plan/EIR Consistency 	7/1/18	6/30/19
4	Strengthen Partnerships	<ul style="list-style-type: none"> ▪ Legislator Briefings ▪ Corporate / Stakeholder Relationships ▪ Annual Report 	7/1/18	6/30/19
5	Promote Awareness	<ul style="list-style-type: none"> ▪ Public Education Products ▪ Innovative Projects ▪ Public Presentations 	7/1/18	6/30/19
6	Secure Funding for Implementation	<ul style="list-style-type: none"> ▪ Track Multiple Funding Sources ▪ Technical Assistance ▪ Cost Estimates / Analysis 	7/1/18	6/30/19
7	Administer Bay Trail Non-Profit Organization	<ul style="list-style-type: none"> ▪ Regular Board / Steering Committee Meetings ▪ Grant Award Approvals ▪ Updated Bay Trail Strategic Plan 	7/1/18	1/1/19

E. Anticipated Future Activities (FY 2019-20)

- Promote 30th anniversary of the San Francisco Bay Trail (2019)
- Update 5-year Bay Trail Strategic Plan (2019)
- Secure National Water Trail Designation (2019)

F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses			
770,498	389,852	228,029	1,388,379			
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	Est. FHWA FY'18 C/O	Coastal Conservation /CMAQ/STP	General Fund	Local Funds	Total Revenues
100,000	137,605	208,029	185,000	34,324	723,421	1,388,379

Work Element 1128: Resilience and Hazards Planning

A. Project Description

Objectives

- Work to develop a regional land use pattern and transportation system which reduces the risk of natural hazards.
- Provide a platform for local governments to jointly plan, share best practices and develop a shared understanding of regional needs for an effective recovery.
- Disseminate scientific information about natural hazards in an understandable and usable way that facilitates good policy and planning decisions.
- Provide tools for local governments to develop and implement mitigation and recovery plans.
- Help to incorporate resilience planning into the framework of the Regional Transportation Plan and Sustainable Communities Strategy.

Description

This work element comprises technical assistance, analysis, and policy development pertaining to earthquake and hazard preparedness/mitigation and climate change adaptation, as well as ongoing efforts to include these efforts in Plan Bay Area, the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

B. Planning Factors Addressed

Planning Factors Addressed

- Reduce or mitigate storm water impacts of surface transportation;
- Improve the resiliency and reliability of the transportation system;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

C. Previous Accomplishments

Objectives

- Same as above

Accomplishments

- Resilience Implementation Workshop Series (Summer/Fall 2017): As a continuation of 2015's mitigation workshop series, held 5 workshops for local government staff on tactics for implementing resilience policies. Average attendance of 35-40. Topics included accessing federal funding, utilizing innovative local financing, linking resilience to local planning, linking seismic retrofits to energy and water upgrades, and exploring how energy assurance can build resilience.
- Regional housing loss numbers (Fall 2017): Developed housing loss

numbers for 16 major earthquake scenarios and three flood scenarios, highlighting areas where housing loss is expected to be concentrated. Created maps and informational graphics to illustrate the impact of earthquakes on the existing housing stock. These numbers are used to link to a number of other housing-related materials under development, including an online housing risk quiz and a field guide to vulnerable housing types.

- Wildfire White Paper (Fall 2017): Developed white paper on how cities can plan for and mitigate, wildfire risk through land use and planning. Included recommendations for future research and steps that jurisdictions can take to reduce their risk.
- North Bay Wildfire Assistance (Fall 2017): Responded to October 2017 North Bay Wildfires by developing a website with recovery resources, assistance linking Santa Rosa to housing funding, and providing an experienced recovery consultant to the City of Santa Rosa to help guide policy decisions.
- USGS HayWired (Winter/Spring 2017-18): Engagement with elected officials through board meetings, General Assembly, and partnerships to present the HayWired earthquake scenario and findings. Also revitalized the Resilience Policy Platform to advance mitigation in response to the HayWired findings.
- USGS Field Guide and Housing Quiz (Spring 2018): Developed an online and print tool of fragile housing typologies with guidance for jurisdictions, homeowners, and renters for identifying fragile housing and next steps for retrofit.
- Regional Resilience Framework Pilot Test (Winter/Spring 2017-18: In partnership with EPA and FEMA, worked with two entities statewide (Mt. Shasta and the Central Coast Climate Collaborative) via workshops and meetings to road-test the Regional Resilience Framework for building resilience locally.
- 100 Resilient Cities Policy Paper (Spring 2018): Completed statewide policy analysis of resilience-related policies that support the 100RC framework. The paper provides 100RC a better context for California efforts and provides a platform for local 100RC cities to promote resilience policy.

Work Products

- Same as above

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1.	FEMA CTP IV	<ul style="list-style-type: none"> ▪ Strategic Business Plan ▪ Regional Resilience Indicators ▪ Regional Resilience Framework Pilot ▪ Incorporating Resilience into Long-Range Planning 	7/1/178	6/30/19

2.	Next Regional Plan	<ul style="list-style-type: none"> ▪ Housing Mitigation Policy ▪ Participate in plan framework development 7/1/18 6/30/19 ▪ Provide data and expertise in adapting modeling tools ▪ Participate in the development of project implementation and funding tools ▪ Participate in public engagement and outreach around resilience
3.	FEMA CTP V (grant monies not secured yet)	<ul style="list-style-type: none"> ▪ Strategy/policy analysis 10/1/18 6/30/19 ▪ Technical Assistance to support mitigation

E. Anticipated Future Activities (FY 2019-20)

Include continued resilience policy analysis, modeling, and local assistance into PBA 2040 scenario analysis and PDA planning activities.

October 2017 Amendment (SB1 Planning Formula Funds) – OWP 1128

Project Description

MTC/ABAG’s Resilience Program will provide support and expertise to incorporating resilience best practices in land use, transportation, planning, and policy into the region’s long-range plans, including the next Sustainable Communities Strategy (SCS). This will help ensure that planning decisions are made with adequate consideration of current and future hazards through use of modeling and analysis; that regional policies reflect these considerations; that local tools for implementing regional long-range plans do not place new growth in the highest hazard areas; that incentives are in place to encourage more disaster-resistant growth; and that the future vision for the Bay Area is reflective of a more sustainable, disaster-resistant, adaptable, and equitable region.

Responsible Parties

The integrated MTC/ABAG Resilience Program staff will work in coordination with other planning staff to assist in strategic planning, provide data and support for modeling tools, conduct policy analysis and make policy recommendations, and participate in public engagement around resilience best practices.

Overall Project Objectives

- Assist in strategic planning for regional long-range plans that accurately reflects the impacts from hazards on future growth scenarios and provides proactive tools for reducing risk through land use, investments, and careful planning.
 - Provide data and support for long-range planning models that ensure that geographically-based hazard layers are included in the model, including, but not limited to, earthquake ground shaking, earthquake liquefaction, earthquake-induced landslide, storm-induced flooding, sea level rise-induced inundation, and wildfire. Work with modeling team to ensure that these layers impact the outcomes of regional growth models.
 - Ensure that long-range policy and planning decisions support more resilient future growth through decisions about land use, mitigation, infrastructure investment, and transportation investment.
 - Participate in public engagement, policy analysis, setting visions, goals, and targets, and defining potential “futures”

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Participate in plan framework development	<ul style="list-style-type: none"> ▪ Staff report 	July 2018	August 2018
2.	Participate in policy analysis reports	<ul style="list-style-type: none"> ▪ Staff report 	July 2018	June 2019
3.	Provide data and expertise in adapting modeling tools	<ul style="list-style-type: none"> • Staff report • Technical reports 	July 2018	September 2018
4.	Participate in the development of project implementation and funding tools	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials 	July 2018	January 2019
5.	Vulnerability analysis of land use patterns	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Technical reports ▪ Meeting agendas and notes 	July 2018	January 2019
6.	Participate in public engagement and outreach around resilience	<ul style="list-style-type: none"> ▪ Presentation Materials ▪ Meeting agendas and notes 	July 2018	Ongoing

F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses			
158,959	80,429	438,000	677,388			
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	SB1 Allocated Funds FY'19	Est. SB1 Allocated FY'18 C/O	CARB/EPA/FEMA/FTA/JARC	General Fund	Total Revenues
1,000	1,000	89,530	238,000	300,000	47,858	677,388

Fiscal Year 2018-19 (SB1 Planning Formula Funds)

Project Description

In fiscal year 2018-19, SB1 Planning Formula Funds will provide funding to expand the reach of the Futures initiative to include a series of *perspective papers* on resilience issues. This will include a deep dive on how regional governance can help address climate change and how the region can build better buildings. The goal of the perspective papers will be to develop a series of regional policy strategies that can be incorporated into MTC/ABAG land use and travel demand models and pave the way for the Preferred Scenario for Plan Bay Area 2040.

Responsible Parties

The integrated MTC/ABAG staff will lead this work, working in coordination with consultants.

Overall Project Objectives

- Develop innovative long-range resilience planning methods to support the initiation of the Sustainable Communities Strategy (SCS)
- Incorporate resilience perspective into regional goals, policies and strategies across a wider range of focus areas, including but not limited to the following:
 - Transportation
 - Housing
 - Climate change and resilience
 - Economic development
 - Equity
 - Health
 - Technology and automation
- Engage policymakers and the public in meaningful dialogue about the plausibility and effect of potential futures and the impact on a range of regional goals

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Contribute to/complete perspective paper on Regional Governance	▪ Staff/consultant report	July 2018	September 2018
2.	Contribute to/complete perspective paper on Better Buildings	▪ Staff/consultant report	September 2018	June 2019

Work Element 1129: Regional Research and Economic Analysis

Regional Research and Economic Analysis: The Overall Mission

The Regional Research and Economic Analysis Program provides the analytic framework and underlying research for understanding the forces shaping the region's population, economy and land use patterns. The program draws on a wide variety of sources and applies analytic methods to develop an understanding of conditions and trends in the region, project future directions, and evaluate policies for addressing key challenges and opportunities for the region. The products of the Regional Research and Economic Analysis group inform regional and local planning and analysis within and outside the agency. Engagement with organizations outside the agency is a part of the work, including other regional agencies, local, state and Federal agencies, consultants and other private organizations, community based nonprofit organizations, and interested individuals. The work is part of the research underlying the Regional Transportation Plan (RTP) and contributes directly to the development of the Sustainable Communities Strategy – *Plan Bay Area*.

Major Tasks

- **Regional Forecasts and Projections**
- **Regional Trend Analysis**
- **Research on Regional Economy and Demographics**
- **Develop and Maintain Data Resources Critical to Understanding the Regional Economy**
- **Regional Economic Development Planning and Implementation**
- **Technical Assistance, Engagement and Coordination**

A. Project Description

Objectives

- Develop and maintain tools for forecasting population, employment, output and income for the 9-county region
- Produce a regional forecast of population, employment, output, households, housing demand and income distribution every four years
- Maintain an underlying understanding of the region's economic and population structural and behavioral characteristics that may lead to growth or change.
- Provide links between land use planning and land use analysis in creating the small area distribution of the regional forecast.
- Develop a forum and framework for coordinating economic and workforce development activity in the Bay Area
- Provide support for the region's businesses and workforce as plan Bay Area is implemented, to ensure that the regional plan provides a base for economic strength and opportunity.
- Provide technical assistance to local agencies, other regional agencies, the state and federal government, and local stakeholders to ensure a common understanding of regional economic conditions is available to all.

Description This work element encompasses a range of different approaches to 1) develop knowledge about the Bay Area’s current conditions and 2) assist the broad range of agencies and stakeholders throughout the region to incorporate this knowledge into their planning and implementation activities.

B. Planning Factors Addressed

Planning Factors Addressed The 2 primary factors are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

In addition, the work of this element contributes to the following factors:

- Increase the accessibility and mobility of people and for freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system;
- Enhance travel and tourism.

C. Previous Accomplishments

- | | |
|------------------------|---|
| Objectives | ▪ Same as above. |
| Accomplishments | <ul style="list-style-type: none"> ▪ State of the region analysis (2015), regional forecast (2016) ▪ Developed 4 linked forecasting frameworks—population; employment and output, households, and income distribution—for the SCS ▪ Comprehensive Economic Development Strategy development (2016, 2017) ▪ Ongoing analysis and updates to inform forecasts and economic development (2017). ▪ Oversight of UC Berkeley Bay Area industrial land study and introduction of the concept of Priority Production Areas ▪ Maintained data on specialized topics. ▪ Peer review services to outside organizations ▪ Public engagement and presentations. |
| Work Products | <ul style="list-style-type: none"> ▪ <i>State of the Region Report 2015</i> ▪ Memoranda and Supplemental Report to <i>Plan Bay Area 2040</i> on the regional economic forecast methodology and results (2016, 2017) ▪ Economic profile, SWOT analysis and Goals, Objectives, Strategies and vision statement for the <i>Comprehensive Economic Development Strategy</i> process (2017) ▪ Presentations and meetings on economic and workforce development. |

- Presentations on regional trends and policy and/or forecasting methodology
- Research on vacancy rates, senior housing preferences, poverty statistics, geographic analysis of regional trends
- Conference paper presentation to the REMI user's conference
- Peer review, California Economic Forecast (2017), California Housing Plan (2017), Michigan Brownfields Project (forthcoming--2018)
- Projections document related to *Plan Bay Area 2040* (forthcoming, first Quarter 2018)
- Economic Analysis of the Haywired Scenario (draft 2017)
- Quarterly update of Cost-of-Living series on ABAG web site
- Rent Series developed from Zillow database
- Post-disaster model business survey (2017).

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1.	Regional Economic Forecast: Maintain and update REMI modeling system for forecasting employment, income, population, output and for impact analysis.	<ul style="list-style-type: none"> ▪ Adjusted REMI workbooks ▪ Internal documents describing work 	July 2018	June 2019
2.	Household and Income Distribution Forecasts: Model development, area estimates of projected median income.	<ul style="list-style-type: none"> ▪ Preliminary estimates of income levels ▪ Methodology memo 	July 2018	June 2019
3.	Local Area Projections Allocation: Develop approach to balance modeling results across teams	<ul style="list-style-type: none"> ▪ Meeting notes and memos 	July 2018	June 2019
4.	Comprehensive Economic Development Strategy (CEDs): Complete application process	<ul style="list-style-type: none"> ▪ CEDs report ▪ Memo on governance, presentation material, meeting agenda 	July 2018	Dec 2018
5.	Regional Analysis: Studies of timely topics on the regional economy and demographics, including Future Jobs. Updated trend analysis.	<ul style="list-style-type: none"> ▪ Internal memos ▪ White paper ▪ Briefs 	July 2018	June 2019
6.	Priority Production Areas: Work with stakeholders to develop criteria and model approaches to defining priority production areas	<ul style="list-style-type: none"> ▪ Establish or reconvene a technical advisory group ▪ Draft criteria ▪ Presentation materials 	July 2018	June 2019

- | | | | | |
|-----|---|---|-----------|-----------|
| 7. | Best Practices Economic Development Clearing House Web Site: Links to case studies developed by economic and workforce development organizations, information sources, opportunities for collaboration, and other resources. | <ul style="list-style-type: none"> ▪ Draft clearing house website | Jan 2019 | June 2019 |
| 8. | Pipeline and permit tracking: This team will contribute to efforts to develop a pipeline/permit tracking approach for the region | <ul style="list-style-type: none"> ▪ Memos and methodological descriptions | July 2018 | June 2019 |
| 9. | Impact Analyses: REMI Haywired Scenario and analyses of other major events; continue to develop survey instrument and consult on the launch of post-disaster surveys. | <ul style="list-style-type: none"> ▪ Haywired Scenario and economic impact draft report ▪ Other memos | July 2018 | June 2019 |
| 10. | Engagement, Presentations, Discussions and Individual Technical Assistance to local jurisdictions, other stakeholders; elected officials, professionals, public agencies, professional organizations and the general public | <ul style="list-style-type: none"> ▪ Presentation Material ▪ Email communications ▪ Meeting agenda | July 2018 | June 2019 |

E. Anticipated Future Activities (FY 2019-2020)

- | | |
|--------------------------------------|--|
| Anticipated Future Activities | <ul style="list-style-type: none"> ▪ All of the items with end date June 2019 listed in part D will continue in 2019-2020 ▪ Finalizing regional forecast for the Plan Bay Area 2021 analysis ▪ Ongoing recalibration and reconciliation of models ▪ Continuing pipeline updating and local policy survey design. ▪ Model approaches and ordinances for priority production areas ▪ Establish more formal working paper and brief series for agency. ▪ With the analytic team, design a research and analysis program around the travel survey data. |
|--------------------------------------|--|

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Consultant	Total Expenses
1,093,791	553,430	168,381	600,000	2,415,602
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	General Fund	Total Revenues	
1,275,000	225,000	915,602	2,415,602	

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, the environment, the economy, social equity, 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), including for scenarios/futures, policies, and projects
- Conduct performance assessments to support programming decisions, including the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)
- Deploy national performance measures per the requirements of FAST
- Track regional performance towards identified RTP/SCS targets through performance monitoring data portals and reports
- Prepare the regional Congestion Management Process (CMP)

Description

- Performance measurement and monitoring is a central component of both MAP-21 and FAST. While MTC has been involved in performance-based planning and programming 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 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, including transportation, land and people, the economy, the environment, and social equity.

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 2019 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 2040 in 2016)
 - RTP/SCS Performance Assessment Report (most recently for Plan Bay Area 2040 in 2017)
 - TIP Performance Assessment Report (beginning in 2018 to comply with new federal performance requirements)
 - STIP Performance Assessment (since 2002)
 - Bay Area Congestion Management Process (since 1995)

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	Update Vital Signs performance monitoring data portal, including incorporation of federal targets required under MAP-21/FAST and updates designed to improve integration with next RTP/SCS (funded in part by SB 1 formula funds as discussed below)	<ul style="list-style-type: none"> ▪ Updated Vital Signs performance monitoring website for public 	7/1/18	Ongoing
2	Analyze performance of TIP towards achievement of federally-required performance measures	<ul style="list-style-type: none"> ▪ TIP Performance Report 	7/1/18	9/30/18
3	Analyze performance measures associated with Horizon futures planning	<ul style="list-style-type: none"> ▪ Futures performance analysis 	7/1/18	3/31/19
4	Conduct transportation project performance assessment for Horizon and Plan Bay Area 2050	<ul style="list-style-type: none"> ▪ Futures project prioritization 	7/1/18	6/30/19
5	Develop CMAQ Performance Plan (Baseline Performance Period Report) incorporating mutually agreed-upon targets for San Francisco-Oakland & San Jose urbanized areas	<ul style="list-style-type: none"> ▪ Report submittal to Caltrans 	7/1/18	9/15/18

6	Identify 2019 federally-required safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming	<ul style="list-style-type: none"> Working group or committee memo on target-setting Target-setting documentation submittal to Caltrans 	7/1/18	2/27/19
7	Identify 2020 and 2022 federally-required pavement and bridge performance targets (PM2) or commit to supporting statewide performance targets through planning and programming	<ul style="list-style-type: none"> Working group or committee memo on target-setting Target-setting documentation submittal to Caltrans 	7/1/18	11/20/18
8	Identify 2020 and 2022 federally-required system performance targets (PM3) or commit to supporting statewide performance targets through planning and programming (for non-CMAQ targets)	<ul style="list-style-type: none"> Working group or committee memo on target-setting Target-setting documentation submittal to Caltrans 	7/1/18	11/20/18
9	Identify 2019 federally-required regional transit asset management targets in coordination with transit operators	<ul style="list-style-type: none"> Working group or committee memo on target-setting 	11/1/18	6/30/19

E. Anticipated Future Activities (FY 2019-20)

- Finalization of goals, measures, targets, and indicators for next RTP/SCS.
- Performance analysis of Draft Preferred Scenario, Final Preferred Scenario, and EIR Alternatives for next RTP/SCS.
- Ongoing target-setting to comply with MAP-21/FAST Act performance requirements.
- Ongoing research of new performance methodologies for use in future RTP/SCS and TIP cycles.

F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses		
176,434	89,272	411,000	676,706		
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	SB1 Allocated Funds FY'19	Est. SB1 Allocated FY'18 C/O	General Fund	Total Revenues
5,000	1,000	5,000	86,000	579,706	676,706

October 2017 Amendment (SB1 Planning Formula Funds)

Project Description

SB1 Planning Formula Funds will help MTC/ABAG fast-track its development of the vision, goals, measures, and targets for work related to the next Sustainable Communities Strategy (SCS) starting in spring 2018. These elements will be critical to support the “futures” process this fiscal year, identifying a unified vision that the region aspires to (regardless of future headwinds) and a suite of metrics to identify deficiencies. This work will also integrate with federal target-setting activities already underway on the state and MPO levels.

Responsible Parties

The integrated MTC/ABAG staff will lead this work, while providing opportunities for public and stakeholder input during the process. Ultimately, the Commission and ABAG Board will adopt the vision & goals, as well as possibly the targets themselves, for use in “futures” and in the next SCS.

Overall Project Objectives

- Develop vision, goals, measures, and targets for “futures” planning process (to be carried over into the next SCS)
- Engage policymakers and the public in meaningful dialogue about the region’s aspirations

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Identify vision and goals	▪ Resolution adopting vision and goals	February 2018	May 2018
2.	Identify measures and targets, as well as associated methodologies	• Staff technical report	May 2018	December 2018

Fiscal Year 2018-19 (SB1 Planning Formula Funds)

Project Description

In fiscal year 2018-19, SB1 Planning Formula Funds will provide funding to maintain and expand the Vital Signs performance monitoring tool (refer to task 1 above). Vital Signs has been used by more than 95,000 Bay Area residents to track performance trends in transportation, land use, the economy, the environment, and social equity over the past three years. SB1 funding will allow for continued updates to key indicators on the website and the integration of Vital Signs with the Guiding Principles and associated performance metrics analyzed for each “future”.

Responsible Parties

The integrated MTC/ABAG staff will lead this work, working in coordination with consultant assistance on website design and development.

Overall Project Objectives

- Maintain and expand the Vital Signs performance monitoring website (<http://vitalsigns.mtc.ca.gov>)
- Integrate long-range Horizon futures planning with historical performance monitoring to better link monitoring with planning and policy objectives

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Update Vital Signs performance monitoring data portal, including incorporation of federal targets required under MAP-21/FAST and updates designed to improve integration with next RTP/SCS	Updated Vital Signs performance monitoring website for public	7/1/18	Ongoing

Work Element 1311: Access and Mobility 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.
- Improve mobility in the region for seniors and individuals with disabilities through recommended strategies in the Coordinated Public Transit-Human Services Transportation Plan

Description

Access and Mobility Planning activities identify transportation needs and barriers faced by the region's transportation disadvantaged populations, and support local, collaborative process to prioritize solutions to those gaps via community-based transportation planning and the Coordinated Public Transit-Human Services Transportation Plan.

Staff continues to work closely with county Congestion Management Agencies to conduct community-based transportation plan activities in COCs through a second round of funding to fund new or updated community-based transportation plans. This new round of funding is anticipated to be approved in early 2018.

Additionally, these activities inform and support the goals and strategies identified in the FAST Act mandated Coordinated Public Transit—Human Services Transportation Plan (updated in 2017) 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. Projects and solutions identified through these planning efforts are eligible for funding under MTC's Lifeline Transportation Program and through FTA's Section 5310 program.

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**
- Increase accessibility and mobility of people and for freight.

C. Previous Accomplishments

- Objectives**
- Same as above
- Accomplishments**
- Community Based Transportation Plans (ongoing)
 - Coordinated Plan Update (2017-2018)
 - Regional Means-Based Transit Fare Pricing Study (2018)
 - Mobility Management Roadmap Study (2016)
- Work Products**
- For a complete listing of completed Community-Based Transportation Plans, see MTC’s Website under Planning at: <http://mtc.ca.gov/our-work/plans-projects/other-plans/community-based-transportation-plans>
 - 2017 Coordinated Public Transit—Human Services Transportation Plan Update and implementation activities
 - Regional Means-Based Transit Fare Pricing Study Report

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	Community Based Transportation Plans (local jurisdictions)	Oversee plans as implemented by CMAs	July 2018	June 2019
2	Support the implementation of strategies outlined in the Coordinated Public Transit—Human Services Transportation Plan	Lifeline Transportation Program. Section 5310 Program, and other projects implemented consistent with the Coordinated Plan; implementation activities consist with the 2018 Coordinated Plan	July 2018	June 2019
3	Regional Means-Based Transit Fare Pricing Study implementation	Potential implementation of study findings	July 2018	June 2019

E. Anticipated Future Activities (FY 2019-20)

- 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
 - New or updated CBTPs for communities identified as Communities of Concern
 - Continued implementation the recommendations, if any, from the Regional Means-Based Transit Fare Pricing Study

F. Budget

Consultant	Total Expenses			
883,611	883,611			
Est. FHWA FY'18 C/O	CARB/EPA/ FEMA/FTA	General Fund	Local Funds	Total Revenues
100,611	60,000	10,000	713,000	883,611

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 2018-19)

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 	7/01/18	6/30/19
2	Continue to prepare all necessary Title VI/EJ/ reports and analyses	<ul style="list-style-type: none"> ▪ 	7/01/18	6/30/19
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 to Commission ▪ Presentation Materials to Regional Advisory Working Group ▪ Technical reports and draft/final Plan Bay Area 2040 Equity Report ▪ Meeting agendas and notes 	7/01/18	7/31/19
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 	7/01/18	6/30/198

E. Anticipated Future Activities (FY 2019-20)

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 2018 RTP/SCS.
 Include appropriate Title VI/nondiscrimination language in all appropriate contracts.

F. Budget

Salaries & Benefits	Indirect Services	Total Expenses
23,125	11,701	34,826
General Fund	Total Revenues	
34,826	34,826	

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 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 Plan Bay Area 2040 and the Amended 2017 Transportation Improvement Program (TIP)*, which was approved by the Commission in July 2017. FHWA and FTA issued joint approve of this conformity determination in August 2017.
- MTC adopted MTC Resolution No. 4298, which conforms Plan Bay Area 2040 and the Amended 2017 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 throughout 2017).
- Application of updated travel activity and socio-economic data for use in developing emission inventories for Plan Bay Area 2040 development in EMFAC 2014 for federal and state requirements.

Work Products

- MTC Resolution No. 4298
- *Transportation-Air Quality Conformity Analysis for Plan Bay Area 2040 and the Amended 2017 Transportation Improvement Program (TIP)*
- Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes
- Emission inventories for Plan Bay Area 2040 development with EMFAC 2014 for federal and state requirements
- Updated travel activity and socio-economic data for use in developing ARB emission inventories in EMFAC 2014 and EMFAC 2017

- Travel demand model data for local community climate action plan development for cities in Alameda, Contra Costa, Marin, San Mateo and Santa Clara counties

D. Work Plan (FY 2018-19)

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 	7/01/18	6/30/19
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 	7/01/18	6/30/19
3	Continued emission inventory development for amendments to Plan Bay Area 2040 with EMFAC 2014 for California Environmental Quality Act (CEQA) requirements.	<ul style="list-style-type: none"> ▪ Data and technical memos for Plan Bay Area 2040/CEQA requirements 	7/01/18	6/30/19
4	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 	7/01/18	6/30/19
5	Staff will plan, develop and prepare various air quality and climate protection policies and data estimation guidance in response to local, state and federal air quality and climate change planning needs.	<ul style="list-style-type: none"> ▪ To be determined 	7/01/18	6/30/19

E. Anticipated Future Activities (FY 2019-20)

- Anticipated Future Activities**
- Continue to manage and staff the regional Air Quality Conformity Task Force
 - Prepare draft and final Transportation-Air Quality Conformity Analysis for the TIP and TIP updates as needed.
 - Continue emission inventory development for Plan Bay Area 2040 with EMFAC 2019 for federal and state requirements.
 - Continue to provide travel demand model data and GHG emission inventory calculation assistance and guidance for local community climate action planning development for cities in the region.
 - Staff will work with EPA and BAAQMD staff in the designation and implementation processes for the updated/new federal ozone standard.

F. Budget

Salaries & Benefits	Indirect Services	Total Expenses	
215,470	109,022	324,492	
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	General Fund	Total Revenues
50,000	5,000	269,492	324,492

Work Element 1415: East Palo Alto and Dumbarton Bridge Resilience Study

Description

The western approach of the Dumbarton Bridge and the surrounding area of East Palo Alto is highly vulnerable to 24 inches of sea level rise, which may occur as early as 2050. Available data indicate this would inundate the westbound side of State Route 84, as well as a one-mile section of the eastbound side, the north and south access roads, public access parking, and the nearby bicycle path. At current sea levels, a similar outcome would be created today by the storm surge from a five-year storm event (a storm with a 20 percent chance of occurring each year).

The East Palo Alto and Dumbarton Bridge Resilience Study will leverage previous studies to refine the area's vulnerability assessment; engage with the East Palo Alto community, SFCJPA and stakeholders; and develop adaptation strategies to protect the Dumbarton Bridge west approach and surrounding area.

Tasks

- Conduct meetings and engage with stakeholders and agencies.
- Review previous and ongoing studies to coordinate existing data, identify data needs and collect additional data, and conduct refined flood modeling to better understand flood risks in the project area.
- Conduct field topographic surveys of the shoreline in the vicinity of each weak link identified by the Dumbarton Bridge Focus Area Study. The survey data will be used to confirm LiDAR elevations along the shoreline (in particular, narrow features not accurately captured by the LiDAR data) and will be used in the development of concept-level adaptation strategies.
- Conduct detailed hydrodynamic modeling to better understand flood risks in the project area.
- Develop a range of near-term and long-term sea level rise and flooding strategies to protect the project area, including identifying key vulnerable assets and evaluating strategies against criteria that address benefit and costs, feasibility of construction, impacts on the environment and the sea level of the surrounding region, and other considerations.
- Refine the vulnerability assessment conducted in the Dumbarton Bridge Focus Area Study using the results of the hydrodynamic modeling. The vulnerability assessment will leverage the previous work and evaluate impacts of flooding to key assets.
- Identify a broad range of near-term and long-term adaptation strategies to protect key assets within the project area from high tides, storm surge, and sea level rise.
- Evaluate the adaptation strategies and engage the stakeholder group to provide input on the identified strategies.
- Develop an implementation plan for the proposed strategies.

Work Plan (FY 2018/2019)

Task No.	Task Description	Work Products	Start Date	End Date
1.	Conduct project management	<ul style="list-style-type: none"> • Consultant procurement • Project charter • Quarterly progress reports to Caltrans • Invoices to Caltrans 	July 2018	June 2019
2.	Conduct stakeholder working group meetings	<ul style="list-style-type: none"> • Public engagement plan • Meeting agendas and notes 	July 2018	June 2019
3.	Refine flood modeling and analysis	<ul style="list-style-type: none"> • Technical memos • Data collection 	July 2018	June 2019
4.	Develop and evaluate adaptation strategies	<ul style="list-style-type: none"> • List of potential adaptation strategies • Evaluation criteria • Technical memos 	July 2018	June 2019
5.	Develop implementation plan for adaptation strategies	<ul style="list-style-type: none"> • Draft implementation plan • Conceptual level designs and costs estimates 	July 2018	June 2019

Anticipated Future Activities (FY 2019/2020)

- Continue to refine adaptation strategies
- Finalize implementation plan for adaptation strategies

F. Budget

Consultant	Total Expenses	
300,000	300,000	
Estimated SB1 Awarded Grant C/O	Local Funds	Total Revenues
200,000	100,000	300,000

Note: This work element is entirely funded by SB1 funds.

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
- Conduct a comprehensive regional vulnerability assessment of Bay Area transportation infrastructure to increased flooding and level rise and develop strategies to make transportation infrastructure more resilient. The evaluation will raise access issues, such as access to essential services, that may emerge in times of increased flooding and sea level rise.
- In addition to transportation infrastructure, develop a cohesive and comprehensive vulnerability assessment of priority development areas, priority conservation areas and disadvantaged and vulnerable communities, while identifying strategies to make people, places and assets more resilient. This work will serve as the foundation for 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:

Bay Area Resilient by Design Challenge

Launching in 2017, the *Bay Area Resilient by Design Challenge* (Resilient by Design) will invite Bay Area and international designers, architects, developers, and financiers to create and implement visionary and realistic built solutions in partnership with neighborhood and community leaders to counter the effects of climate change, rising sea level, increased storms and seismic vulnerabilities on Bay Area populations, our environment, and critical infrastructure. This global design competition will select ten teams to develop and implement sustainable adaptation strategies at ten sites around and along the San Francisco Bay shoreline. The sites will be selected to embody differing socioeconomic conditions, infrastructure challenges, geographic diversity, scale, and function. Each of the solutions must be replicable elsewhere in the region and beyond. Resilient by Design is modeled after the successful “Rebuild by Design”

competition in the New York-New Jersey-Connecticut region that followed Hurricane Sandy. CNN named Rebuild by Design “one of the 10 best ideas of 2013.” As an interdisciplinary, design-driven effort, the final design solutions in the NY region developed strong community support for major infrastructure projects that demonstrate compelling design solutions to enhance communities and the environment in the wake of climate uncertainties.

Caltrans Regional Planning Grant: A Resilient Transportation System for Safe and Sustainable Communities

Conduct a robust, region-wide assessment of the transportation system, Priority Development Areas (PDAs), Priority Conservation Areas (PCAs) and disadvantaged and vulnerable communities. Develop a suite of actions to be advanced at agency, local, regional, state and federal scales, including early and priority actions for transportation assets and services, PDAs, PCAs and community assets and members. Engage partners, stakeholders and the public in an inclusive, participatory process with a focus on robust representation and the participation of and representation from vulnerable and disadvantaged communities. Increase regional agreement on the tools, processes, models and data used in adaptation planning to build capacity among federal, state, regional and local agencies and organizations to work together towards multi-benefit, shared solutions that are based in robust, inclusive assessments that can support the decision making necessary to take effective action. Developing a consistent approach to this work at the regional scale will also increase the technical assistance that the region can provide to local jurisdictions, agencies and organizations *and aid in prioritizing actions at a variety of scales.*

BARC Website

BARC is in the process of re-designing its web presence to better serve its Governing Board, advance the mission of BARC and that of its member agencies, and to act as portal for Bay Area jurisdictions, special districts, nonprofits, academic institutions, business and other interested stakeholders to access timely and action-oriented information that is being developed across the regional agencies and among partners, primarily related to climate mitigation and climate adaptation. The goal is to develop a portal that tracks how the region is meeting or advancing climate goals through an updated narrative feature, through highlighting and commenting on data, information, activities, policies and programs that are supporting the region meeting climate mitigation, adaption and resiliency goals.

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; Develop and support effective regional models of cooperation; Improve Ladders of Opportunity for underserved populations, particularly those communities most vulnerable to the impacts of a changing climate and other hazards.

C. Previous Accomplishments

Objectives ■ Same as above

Accomplishments Completed Work Products:

- Sea Level Rise Process Map
- Implementation of 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.

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
2	Caltrans Transportation Planning Grant	Comprehensive regional vulnerability assessment of transportation infrastructure, PDA’s, PCA’s, disadvantaged and vulnerable communities. Foundation for regional adaptation plan that prioritizes strategies to make people, infrastructure, communities, and other assets more resilient.	July 2018	Aug 2019
3	BARC Website	BARC staff are working with the Consultant on developing a	July 2018	Aug 2018

		website plan and stakeholder engagement strategy to ensure the product meets its specified goals and objectives		
4	Bay Area Model Solar Ordinance Program	BARC staff are hosting webinars on a bimonthly basis to provide a forum for discussion and access to technical experts, to support jurisdictions through the process of adopting a rooftop model solar ordinance for new residential and low rise multi-family construction	July 2018	Dec 2018

E. Anticipated Future Activities (FY 2019-2020)

Anticipated Future Activities ▪ The Caltrans grant (FTA Section 5304) and Resilient by Design are both large-scale regional efforts that will start in early 2017 and continue through 2018.

F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses
382,968	193,772	120,000	696,740
STP PL	General Funds	Local Funds	Total Revenues
209,022	243,859	243,859	696,740

Work Element: 1613: Accelerating Implementation of Local and Regional Resilience to Climate Change

A. Project Description

Objectives

- Advance progress on two multi-benefit adaptation projects with significant transportation components that serve to illustrate new approaches to governance, financing, planning, and design that meet 21st century challenges;
- Complete an adaptation implementation roadmap for each project that includes roles and responsibilities for participating stakeholders from the local, regional, state and federal levels, and informs new ways of working at the institutional level.
- Continue to build capacity of local community-based partners and leadership to successfully continue adaptation planning and implementation over the long-term.

Description The Bay Area is faced with both near-term hazards and long-term impacts from climate change that threaten our transportation system, the health of our natural systems, and our most vulnerable and disadvantaged communities. Yet the region's established systems of governance, finance and planning have not shown the flexibility to develop the multi-benefit solutions at the scale and timeframe needed to be proactively out in front of these challenges. This project proposal has two main objectives to address that issue: 1) to advance progress on two multi-benefit projects that serve to illustrate new approaches to governance, financing, planning, and design that meet 21st century challenges; and 2) the completion of an adaptation implementation roadmap for each project that includes roles and responsibilities for participating stakeholders from the local, regional, state and federal levels, and informs new ways of working at the institutional level.

At the same time the Bay Area region faces the threat of increased flooding and rising sea levels, much of the region's future growth, including higher density and affordable housing development, is being directed into these areas so that the region can capitalize on the important nexus with transportation, job access and other valuable infrastructure. Much of this growth will occur through Priority Development Areas (PDAs), locally-designated high growth areas identified by MTC and ABAG in partnership with local jurisdiction that serve as a key part of the region's long-term plan for sustainable growth, laid out in Plan Bay Area 2040. PDAs seek to capitalize on existing and new transportation investments to link housing to jobs, minimizing greenhouse gas emissions from transportation and providing a framework for prioritizing transportation projects. While these are important goals and important for the long-term prosperity of the Bay Area region, the challenging reality is that many of the locations identified for focused growth and further transportation investments have also been identified as being vulnerable to flooding, sea level rise and other interrelated hazards.

This new reality – the dual goals of working hard to mitigate the impacts of climate change by reducing greenhouse gases, while making our communities and infrastructure more resilient in the face of a changing climate – calls for new approaches to governance, planning, financing, public engagement and implementation that are interdisciplinary in nature, and focused on producing multiple benefits that acknowledge these complex near-term and longer-term challenges. This grant proposal seeks to model new approaches to accomplish these multi-benefit outcomes - through illustrating via actual, tangible resilience projects in local jurisdictions - the ways in which we can improve upon

governance, financing and planning systems to proactively take on the challenges of the 21st century and beyond.

Background

The project team made up of MTC, the Bay Conservation and Development Commission (BCDC), the Bay Area Regional Collaborative (BARC) and the California State Coastal Conservancy (SCC) is building off an extensive body of work that has been completed over the past seven years. In addition to close and lasting partnerships with local jurisdictions, special districts, academic experts, non-profit organizations and community leaders, among others, this work has included other important state and federal partners such as Caltrans District 4, the National Oceanic and Atmospheric Administration (NOAA), the Federal Highway Administration (FHWA), the Federal Emergency Management Administration (FEMA), and the Environmental Protection Agency (USEPA). Additionally, the project team partners were instrumental in getting the Resilient by Design Bay Area Challenge off the ground and serve in leadership roles on the Executive Board and on the Research Advisory Committee, responsible for the selection of the ten project areas that are matched with the ten international design teams.

The project team has a track record of producing results and advancing projects towards implementation. Here are some specific examples of outcomes that have been the direct result of this work:

1. Bay Farm Island Shoreline - The City of Alameda implemented measures to improve low spots along the shoreline and increase capacity of pump stations and tide gates.
2. Oakland International Airport – Specific action to reduce urgent flood risks, including the development of an inland levee to protect general aviation airport (Northfield)
3. City of Hayward – Adoption of ART recommendations in the city's General Plan that recognize the need to coordinate across city agencies and multiple regional and state level partners such as Caltrans, East Bay MUD, East Bay Regional Park District, Chamber of Commerce, and PG&E in order to effectively plan for long term flood risk.
4. Bay Area Rapid Transit (BART) - BART implemented guidance provided by BCDC to improve their decision-making structure to mainstream resilience practices into day-to-day functions and prioritization process for funding, maintenance and project implementation.
5. San Mateo County and Marin County – The City of Menlo Park (San Mateo County) updated their General Plan with new building standards that take into consideration sea level rise, following the State Coastal Conservancy funded countywide sea level rise assessment. As a result of the countywide assessments in San Mateo and Marin, both counties are coordinating on next steps, which include supporting their cities in implementation of resilience action.

The project partners also have extensive experience working in partnership with disadvantaged and vulnerable communities and have been particularly focused on improving the flawed public processes by which our most disadvantaged and underserved residents are able to engage and have their voices heard. The current work underway through the 2016 Caltrans grant entitled A Resilient Transportation System for Safe and

Sustainable Communities (also known as ART Bay Area) is completing a comprehensive regional assessment of the current and future flood vulnerabilities of the region’s transportation system, our Priority Development Areas (PDAs), Priority Conservation Areas (PCAs) and disadvantaged communities. This cross-agency project, under the umbrella of BCDC's Adapting to Rising Tides (ART) Program, places disadvantaged and vulnerable community members first when understanding the nature and impact of vulnerabilities and arriving at strategies and solutions to make these communities more resilient.

Understanding the vulnerabilities of community members involves identifying characteristics of individuals and households that affect their ability to prepare for, respond to, and recover from a flood or other major hazard event. In the BCDC and ABAG Stronger Housing, Safer Communities project an advisory committee of recognized experts, including community advocates, selected indicators based on professional experience, local knowledge, and consultation of academic and federally sponsored research. The ART Program applies and continues to refine these criteria for identifying vulnerable communities, in part through comparison to other tools and definition such as MTC’s Communities of Concern and CalEnviroScreen. In a SCC and ABAG led effort, Environmental Justice representatives on the regional San Francisco Bay Restoration Authority’s Advisory Committee worked with community based organizations to draft an innovative definition of disadvantaged communities, which prioritizes those who are historically underrepresented in environmental policymaking and/or projects, bear a disproportionate environmental and health burden, are most vulnerable to climate impacts due to lack of resources, or are severely burdened by housing costs. The definition also considers economic disadvantage (i.e. below 80% Area Median Income). This community-centered approach to defining vulnerability supports development of resiliency at many scales.

B. Planning Factors Addressed

- Reduce or mitigate storm water impacts of surface transportation;
- Improve the resiliency and reliability of the transportation system;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system.

C. Previous Accomplishments

Objectives ■ Same as above

Accomplishments Completed Work Products:

- Bay Area Adapting to Rising Tides (ART) A Resilient Transportation System for Safe and Sustainable Communities project underway. Completing vulnerability assessments at regional-scale of transportation system, priority development and priority conservation areas, and

vulnerable and disadvantaged communities. Three multi-stakeholder Regional Working Group meetings completed.

- ART Alameda County project, 12 asset categories assessed, and adaptation responses developed.
- Federal Highways Administration (FHWA) joint-agency (BCDC, MTC, Caltrans, BART) projects assessing sea level rise and extreme storm vulnerabilities of transportation infrastructure including streets, roads, interstates, bike/pedestrian trails, BART, and Capitol Corridor, and the development of strategies to address identified vulnerabilities.
- ART Hayward Resilience Study of the southern Hayward shoreline including the Hayward approach to SR92.
- ART Oakland/Alameda Resilience Study of the Oakland Coliseum area and the Oakland International Airport.
- ART Contra Costa County project, 30 asset categories assessed and adaptation responses developed.
- Capitol Corridor JPA intercity passenger rail “hot spots” vulnerability assessment.
- BART FTA-funded sea level rise assessment.
- Stronger Housing, Safer Communities joint BCDC-ABAG analysis and development of strategies to reduce the risk of current and future housing and communities to earthquakes and flood hazards.
- San Mateo County vulnerability assessment (SeaChange San Mateo)
- Marin coast-side vulnerability assessment (C-SMART) and bayside assessment (BayWave, to be completed Fall 2016)
- ART regional sea level rise and shoreline analysis and mapping products (all nine counties by early 2017)

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	Form and Organize Project Management Team (PMT):	<ul style="list-style-type: none"> • List of PMT members, Schedule of Meetings, PMT Roles & Responsibilities • Quarterly Reports • Invoiced to Caltrans • RFQ for Consultant Support 	May 2018	June 2019
2	Select two project areas based on data and information from ART Bay Area project, Resilient by Design, and the Bay Restoration Authority	<ul style="list-style-type: none"> • Criteria for selecting project sites • Selection of 2 Project Sites 	May 2018	Aug 2018

3	Form Local Working Groups and Project Support Tools	<ul style="list-style-type: none"> • List of members for each Local Working Group, Roles & Responsibilities • Local Working Group Goals and Objectives for each project area • Review of assets, services, issues and existing conditions • PMT will work with Consultant team and Local Working Group to develop approach for meaningful public participation & engagement • Online tool or other supporting tools developed for project stakeholders and interested public 	May 2018	June 2019
4	Improve upon and leverage current financing and implementation mechanisms and governance strategies to ensure ongoing support for two projects	<ul style="list-style-type: none"> • List of possible funding sources. Adaptation actions matched to best funding source. • Identification of alternative funding sources and matching to projects. 	Feb 2019	June 2019
5	Conduct Advanced Planning for Each Project Area	<ul style="list-style-type: none"> • Finalize Scope of Work for Advanced Planning, Consultant will work closely with PMT and Local Working Group • Complete advanced planning • Adaptation and Implementation Roadmap (AIR) completed for each project area • Final manual that describes the steps for developing the Adaptation Implementation Roadmaps 	July 2018	June 2019

E. Anticipated Future Activities (FY 2019-20)

Anticipated Future Activities

- Completion of multi-sector, county-scale sea level rise vulnerability assessments for all nine counties through ART Bay Area project
- Development of Regional Adaptation Plan
- Resiliency/Adaptation incorporated into 2021 Sustainable Communities Strategy (Plan Bay Area)

F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses
11,718	5,930	490,302	507,950
Estimated SB1 Awarded Grant C/O	Local Funds	Total Revenues	
307,950	200,000	507,950	

This work element is funded entirely by SB1 funds.

Work Element 1615: Connecting Housing and Transportation

Technical Assistance, Analysis and Policy Development in support of strong linkages between Housing, Job Centers and Transit/Transportation

A. Project Description

<p>Objectives</p>	<ul style="list-style-type: none">• Establish a comprehensive understanding of current engagement activities by integrated planning department staff• Provide consistent outreach to jurisdictions and transportation agencies at the staff and elected official level in each county• Identify both unique and shared challenges facing local jurisdictions to inform regional programs• Effectively coordinate engagement with SCS/RTP outreach• Expand online and in-person engagement with public agencies to implement the program• These tasks will be influenced by the outcome of the Technical Assistance Assessment outlined in 1617. <p>Regional Housing Policy Tool - MTC/ABAG's integrated planning program will work to a Regional Housing Policy tool that enables policy-makers and the public to visualize and analyze the regional pattern and inter-relationship of local housing policies and local housing production performance.</p> <p>Regional Housing Policy Tool Objectives</p> <ul style="list-style-type: none">• Create a Regional Housing Policy Tool for approximately 20 cities.• Propose a feasible design for streamlining the collection, management, display and access of housing policy data that is currently collected and managed separately by MTC, local cities/counties, and academic institutions, in order to reduce administrative costs, improve data quality, and improve public usability of city/county housing policy data. <p>CASA Committee to Housing the Bay Area - CASA is a multi-sector, blue-ribbon initiative that brings together diverse interests to identify game-changing solutions to the region's chronic housing affordability challenges. CASA includes 48 leaders from across the Bay Area who will be working to build an actionable political consensus around (1) increasing housing production at all levels of affordability, (2) preserving existing affordable housing, and (3) protecting vulnerable populations from housing instability and displacement. CASA will develop a comprehensive Regional Housing Implementation Plan for the nine Bay Area counties through stakeholder engagement, policy development and research. The plan is expected to include innovative financing strategies, recommendations for state and local legislation, and to address the current regulatory environment, with a final report slated for release in fall 2018.</p>
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	<p>CASA Objectives:</p> <ul style="list-style-type: none"> • Develop a comprehensive Regional Housing Implementation Plan for the nine Bay Area counties <p>Design and launch a technical assistance program that will advance the housing-related projects and programs in the Action Plan of the RTP/SCS (Plan Bay Area) in order to increase housing production and preservation, and mitigate resident displacement.</p>
Description	This work element comprises technical assistance to jurisdictions and transportation agencies to implement the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). It also encompasses CASA – Committee to House the Bay Area and oversight of its efforts.

B. Planning Factors Addressed

Planning Factors Addressed	<ul style="list-style-type: none"> • Achieve state greenhouse gas emissions targets by supporting local development tied to transportation that reduces reliance on single occupancy vehicle (SOV) travel; • Improve transportation system performance by increasing transportation options; • Implementation of efficient land use pattern; • Increase in the availability and affordability of housing options; • Improved access to new and expanding employment centers throughout the region, focusing on reduced reliance on SOV travel.
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C. Previous Accomplishments

Objectives	Same as above
Accomplishments	New work item
Work Products	NA

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	Local planner meetings	<ul style="list-style-type: none"> • Discussion of key regional issues at convenings of local jurisdiction planners (e.g. regularly scheduled county planner meetings); meeting notes 	7/1/2018	6/30/2019
2	Engagement Inventory	<ul style="list-style-type: none"> • Engagement inventory memo • Table/database identifying jurisdiction liaisons, local projects related to regional objectives (i.e. 	7/1/2018	6/30/19

		PDA plans), and key topics for cities in each county		
3	Sub-regional initiatives	<ul style="list-style-type: none"> • Environmental site assessments and predevelopment studies for opportunity sites in the East Bay Corridor (<i>PDA Grant-funded</i>) • East Bay Corridor convenings; meeting notes • Participation in Grand Boulevard Initiative; report-out to PDA planning team 	7/1/2018	6/30/2019
4	Integrate with other programs	<ul style="list-style-type: none"> • Coordinate with department-wide strategic plan, and Technical Assistance study to identify opportunities to prioritize the depth and breadth of engagement with local jurisdictions; provide recommendations to be considered in implementation plan 	7/1/2018	6/30/2019
Regional Housing Policy Tool				
9.	Enroll strategically selected additional jurisdictions in the project.	<ul style="list-style-type: none"> • MOU(s) with jurisdictions 	July 1, 2018	June 30, 2019
10.	Collect current housing policy data from participating jurisdictions	<ul style="list-style-type: none"> • Compiled dataset 	July 1, 2018	June 30, 2019
11.	Develop draft proposal for streamlining data collection, management and access.	<ul style="list-style-type: none"> • Draft proposal 	July 1, 2018	June 30, 2019
12.	Demonstrate tool to selected audiences representative of prospective user community (e.g., agency boards, stakeholder committees, planning directors, annual conferences of policy-makers and thought-leaders).	<ul style="list-style-type: none"> • Presentations 	July 1, 2018	June 30, 2019
CASA				
7.	Produce a Regional Housing Implementation Strategy report	<ul style="list-style-type: none"> • Report 	July 2018	November 2018
8.	Produce a local jurisdiction Technical Assistance curriculum, resource library and delivery system aimed to simultaneously advance housing-related elements of the Action Plan in Plan Bay Area 2040 (SCS) and advance appropriate elements of the CASA Regional Housing Implementation Strategy.	<ul style="list-style-type: none"> ▪ Technical Assistance work plan ▪ Technical Assistance resource material added to CASA website 	January 2018	December 2018

E. Anticipated Future Activities (FY 2019-20)

- Anticipated Future Activities
- Incorporate results and implement Technical Assistance Strategic Planning recommendations (WE1617) into regional technical assistance program.

October 2017 Amendment (SB1 Planning Formula Funds)

Objectives	<p>Develop integrated technical assistance program for public agencies to implement Plan Bay Area 2040 to achieve transportation and land use outcomes.</p> <p>Provide consistent outreach to jurisdictions and transportation agencies at the staff and elected official level in each county.</p> <p>Expand online and in-person engagement with public agencies to implement the program</p> <p>Integrate findings from OBAG2 Investment and Growth Strategies and surveys of public agencies and stakeholder groups to shape technical assistance program topics, content, and outcomes</p> <p>Increase staff capacity to offer direct technical support to cities without the need for consultant resources.</p> <p>Regional Housing Policy Tool - MTC/ABAG’s integrated planning program will work to a Regional Housing Policy tool that enables policy-makers and the public to visualize and analyze the regional pattern and inter-relationship of local housing policies and local housing production performance.</p> <p>Regional Housing Policy Tool Objectives</p> <ul style="list-style-type: none"> • Create a Regional Housing Policy Tool for approximately 20 cities. • Propose a feasible design for streamlining the collection, management, display and access of housing policy data that is currently collected and managed separately by MTC, local cities/counties, and academic institutions, in order to reduce administrative costs, improve data quality, and improve public usability of city/county housing policy data. <p>CASA Committee to Housing the Bay Area - CASA is a multi-sector, blue-ribbon initiative that brings together diverse interests to identify game-changing solutions to the region's chronic housing affordability challenges. CASA includes 48 leaders from across the Bay Area who will be working to build an actionable political consensus around (1) increasing housing production at all levels of affordability, (2) preserving existing affordable housing, and (3) protecting vulnerable populations from housing instability and displacement. CASA will develop a comprehensive Regional Housing Implementation Plan for the nine Bay Area counties through stakeholder engagement, policy development and research. The plan is expected to include innovative financing strategies, recommendations for state and local legislation, and to address the current regulatory environment, with a final report slated for release in fall 2018.</p>
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	<p>CASA Objectives:</p> <ul style="list-style-type: none"> • Develop a comprehensive Regional Housing Implementation Plan for the nine Bay Area counties • Design and launch a technical assistance program that will advance the housing-related projects and programs in the Action Plan of the RTP/SCS (Plan Bay Area) in order to increase housing production and preservation, and mitigate resident displacement.
Description	This work element comprises technical assistance to jurisdictions and transportation agencies to implement the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

B. Planning Factors Addressed

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| Planning Factors Addressed | <ul style="list-style-type: none"> • Achieve state greenhouse gas emissions targets by supporting local development tied to transportation that reduces reliance on single occupancy vehicle (SOV) travel; • Improve transportation system performance by increasing transportation options; • Implementation of efficient land use pattern; • Increase in the availability and affordability of housing options; • Improved access to new and expanding employment centers throughout the region, focusing on reduced reliance on SOV travel. • |
|-----------------------------------|--|

C. Previous Accomplishments

Objectives	Same as above
Accomplishments	New work item
Work Products	NA

D. Work Plan (FY 2017-18)

Task No.	Task Description	Work Products	Start Date	End Date
1	Surveys and Outreach to Assess Partner agency needs and expectations	Workshops with partner agencies and select stakeholders Develop and deploy survey to collect needs and priorities Summary of Results technical memo	7/1/2017	4/1/2018
2	Engagement plan to Deliver Updated Technical Assistance program	Convene partners and select stakeholders	11/1/2017	5/1/2018

		Confirm available and future communication tools Summary memo		
3	Integrate with other programs	Develop recommendations as needed to coordinate agency resources to support technical assistance. Develop implementation plan to carry out recommendations.	1/2/2018	6/30/2018
4	Increased technical assistance capacity	Based on the results of outreach and surveys, develop research and staff training needs memo to implement successful program	12/1/2017	3/30/18
5	Program Evaluation	Assess program performance and successful implementation of recommendations as outlined in 1, 2, and 3 above. Revise and refine program efforts as needed.	7/1/2018	11/30/2018
CASA				
6	Provide ongoing administrative support to produce public CASA committee meetings, maintain publicly available resources on the CASA website, in order to support the stakeholder consensus-building process that will generate to Regional Housing Implementation Strategy	<ul style="list-style-type: none"> ▪ Series of public meetings ▪ Resource material added to CASA website 	January 2018	December 2018

E. Anticipated Future Activities (FY2019-20)

- Anticipated Future Activities
- Convene “CASA,” a multi-sector stakeholder process to negotiate a high-consensus, high-impact Regional Housing Implementation Strategy.
 - Expand successful pilot Regional Housing Policy Tool that enables policy-makers and the public to visualize and analyze the regional pattern and inter-relationship of local housing policies and local housing production performance.

Fiscal Year 2018/2019 (SB1 Planning Formula Funds)

Objectives	<p>Technical Assistance: Continue to develop integrated technical assistance program for public agencies to implement Plan Bay Area 2040 to achieve transportation and land use outcomes.</p> <p>Provide consistent outreach to jurisdictions and transportation agencies at the staff and elected official level in each county.</p>
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	<p>Increase staff capacity to offer direct technical support to cities without the need for consultant resources.</p> <p>Regional Housing Policy Tool - MTC/ABAG’s integrated planning program will work to a Regional Housing Policy tool that enables policy-makers and the public to visualize and analyze the regional pattern and inter-relationship of local housing policies and local housing production performance.</p> <p>Regional Housing Policy Tool Objectives</p> <ul style="list-style-type: none"> • Create a Regional Housing Policy Tool for approximately 20 cities. • Propose a feasible design for streamlining the collection, management, display and access of housing policy data that is currently collected and managed separately by MTC, local cities/counties, and academic institutions, in order to reduce administrative costs, improve data quality, and improve public usability of city/county housing policy data. <p>CASA Committee to Housing the Bay Area - CASA is a multi-sector, blue-ribbon initiative that brings together diverse interests to identify game-changing solutions to the region's chronic housing affordability challenges. CASA includes 48 leaders from across the Bay Area who will be working to build an actionable political consensus around (1) increasing housing production at all levels of affordability, (2) preserving existing affordable housing, and (3) protecting vulnerable populations from housing instability and displacement. CASA will develop a comprehensive Regional Housing Implementation Plan for the nine Bay Area counties through stakeholder engagement, policy development and research. The plan is expected to include innovative financing strategies, recommendations for state and local legislation, and to address the current regulatory environment, with a final report slated for release in fall 2018.</p> <p>CASA Objectives:</p> <ul style="list-style-type: none"> • Develop a comprehensive Regional Housing Implementation Plan for the nine Bay Area counties • Design and launch a technical assistance program that will advance the housing-related projects and programs in the Action Plan of the RTP/SCS (Plan Bay Area) in order to increase housing production and preservation, and mitigate resident displacement.
Description	This work element comprises technical assistance to jurisdictions and transportation agencies to implement the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

B. Planning Factors Addressed

<p>Planning Factors Addressed</p>	<ul style="list-style-type: none"> • Achieve state greenhouse gas emissions targets by supporting local development tied to transportation that reduces reliance on single occupancy vehicle (SOV) travel; • Improve transportation system performance by increasing transportation options;
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- Implementation of efficient land use pattern;
- Increase in the availability and affordability of housing options;
- Improved access to new and expanding employment centers throughout the region, focusing on reduced reliance on SOV travel.

C. Previous Accomplishments	
Objectives	Same as above
Accomplishments	New work item
Work Products	NA

D. Work Plan (FY 2018-19)				
Task No.	Task Description	Work Products	Start Date	End Date
1.	Increased technical assistance capacity	Based on the results of outreach and surveys, develop research and staff training needs memo to implement successful program	7/1/18	6/30/19
2.	Program Evaluation	Coordinate with WE 1617 to assess program performance and successful implementation of recommendations. Revise and refine program efforts as needed.	7/1/2018	6/30/19
CASA				
3.	Provide ongoing administrative support to produce public CASA committee meetings, maintain publicly available resources on the CASA website, in order to support the stakeholder consensus-building process that will generate to Regional Housing Implementation Strategy	<ul style="list-style-type: none"> ▪ Series of public meetings ▪ Resource material added to CASA website 	7/1/2018	6/30/19

E. Anticipated Future Activities (FY 2019-20)

- | | |
|-------------------------------|---|
| Anticipated Future Activities | <ul style="list-style-type: none"> ▪ Implement CASA outcomes or initiatives ▪ Build-out Regional Housing Policy Tool that enables policy-makers and the public to visualize and analyze the regional pattern and inter-relationship of local housing policies and local housing production performance. |
|-------------------------------|---|

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Consultants	Total Expenses				
2,102,910	1,064,018	146,019	842,178	4,155,125				
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	Est. FHWA FY'18 C/O	SB1 Allocated Funds FY'19	Est. SB1 Allocated FY'18 C/O	CARB/EP A/FEMA/FTA/JARC	Coastal Conservation /CMAQ/STP	General Fund	Total Revenues
1,231,326	220,119	755	772,509	646,423	236,558	500,000	547,435	4,155,125

Work Element 1616: Regional Advance Mitigation Program (RAMP)

A. Project Description

Objectives

- Integrate conservation into transportation infrastructure plans in advance of project development
- Implement regional conservation priorities by driving mitigation dollars where they are most needed
- Develop and implement Regional Conservation Investment Strategies (RCISs), as established in AB 2087, in the Bay Area

Description

The Regional Advance Mitigation Planning (RAMP) Program is a science-based approach to identify mitigation opportunities that support regional conservation priorities and Plan Bay Area goals. RAMP aims to integrate conservation into infrastructure agencies' plans and project development well in advance and on a regional scale to reduce potential impacts of transportation projects, as well as to drive mitigation dollars to protect regional conservation priorities and protect important ecological functions that are at threat of loss and protect working lands. MTC, along with the State Coastal Conservancy (SCC), is sponsoring an effort to scope and implement RAMP in the Bay Area with the target of including RAMP in MTC's update of Plan Bay Area 2040 and SB1 Planning Formula Funds will be used to advance this initiative.

Assembly Bill 2087 (Levine) establishes a framework for RAMP with the California Department of Fish and Wildlife (CDFW) through the preparation of Regional Conservation Investment Strategies (RCISs). Further, Senate Bill 1 (Beall) includes \$120 million for Caltrans to establish a statewide advance mitigation program. MTC's RAMP Program aims to leverage both of these legislative frameworks to implement RAMP in the Bay Area.

B. Planning Factors Addressed

- Coordinate transportation and land use planning
- Encourage regional stakeholder collaboration

C. Previous Accomplishments

MTC, in coordination with the SCC and with facilitation assistance from the Nature Conservancy, established a Technical Advisory Committee (TAC) comprised of various resource and transportation agencies to help guide RAMP development. The same team has established a stakeholders group to receive further input from business, trade, environmental, and other interested groups. Both groups have met multiple times over the last two years.

The RAMP Program Document has been completed outlining the program parameters and framework for its creation. The RAMP team has also developed draft RCISs for the identified pilot areas of Santa Clara County and the East Bay (Alameda and Contra Costa Counties), both of which are under review.

D. Work Plan (FY 2018-19)				
Task No.	Task Description	Work Products	Start Date	End Date
1.	Develop potential RAMP program structure	<ul style="list-style-type: none"> ▪ Core team meetings ▪ Option development 	7/1/2018	6/30/2019
2.	Continue facilitation and program development	<ul style="list-style-type: none"> ▪ Technical advisory committee participation ▪ Identification of new pilot areas 	7/1/2018	6/30/2019
3.	Develop funding options for RAMP	<ul style="list-style-type: none"> ▪ Technical memos and reports ▪ Coordination with partners, including SCC and Caltrans 	7/1/2018	6/30/2019
4.	Develop and implement RCISs	<ul style="list-style-type: none"> ▪ RCIS documents ▪ Sub Regional Assessments (SRAs) ▪ Submission to CDFW 	7/1/2018	6/30/2019
5.	Science and data integration	<ul style="list-style-type: none"> ▪ Consider possible integration into MTC data and analysis 	7/1/2018	6/30/2019
E. Anticipated Future Activities (FY 19-20)				
	<ul style="list-style-type: none"> ▪ Consider additional funding sources and financing mechanisms to facilitate RAMP ▪ Examine additional RCIS/RAMP pilot locations ▪ Set up RAMP structure in coordination with the State Coastal Conservancy 			

October 2017 Amendment (SB1 Planning Formula Funds)

Project Description

MTC, in cooperation with our partners the State Coastal Conservancy and the Nature Conservancy, will continue to prepare the Regional Conservation Investment Strategy (RCIS) for pilot locations, and submit to the California Department of Fish and Wildlife (CDFW) for comments and approval. The effort will also involve performing the Transportation Assessment of the potential impacts of transportation projects, and updating the Assessment as needed.

Responsible Parties

MTC staff will work in coordination with the State Coastal Conservancy and the Nature Conservancy to develop, update, and submit documents related to RAMP.

Overall Project Objectives

- Integrate conservation into transportation infrastructure plans in advance of project development
- Implement regional conservation priorities by driving mitigation dollars where they are most needed
- Develop and implement Regional Conservation Investment Strategies (RCISs), as established in AB 2087, in the Bay Area

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Submit RCIS to CDFW	▪ RCIS	March 2018	May 2018
2.	Address comments on RCIS from CDFW and other agencies	• Response to comments	April 2018	June 2018
3.	Perform Transportation Assessment and update as needed	▪ Transportation Assessment	April 2018	December 2018

F. Budget

Salaries & Benefits	Indirect Services	Consultants	Total Expenses		
23,125	11,701	100,000	134,826		
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	SB1 Allocated Funds FY'19	Est. SB1 Allocated FY'18 C/O	General Fund	Total Revenues
1,000	1,000	45,265	50,000	37,561	134,826

Fiscal Year 2018-19 (SB1 Planning Formula Funds)

Project Description

Staff will continue to track and implement RAMP and the RCIS pilot areas and explore additional pilot locations.

Responsible Parties

MTC staff will work in coordination with the State Coastal Conservancy and the Nature Conservancy to continue the RAMP and RCIS efforts.

Overall Project Objectives

- Integrate conservation into transportation infrastructure plans in advance of project development
- Implement regional conservation priorities by driving mitigation dollars where they are most needed
- Develop and implement Regional Conservation Investment Strategies (RCISs), as established in AB 2087, in the Bay Area

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Further develop RAMP and RCIS, including continued outreach and assessments	<ul style="list-style-type: none">▪ Technical Advisory Committee meetings▪ Outreach▪ RCIS documents▪ Transportation Assessment updates	July 2018	June 2019

Work Element 1617: Technical Assistance Strategic Planning - (SB1 Planning Formula Funds)

A. Project Description

Objectives Support Plan Bay Area/Plan Bay Area 2040 implementation by providing effective technical assistance to local jurisdictions supporting efforts to encourage the development of resilient housing, jobs, and services near existing and planned transit. SB1 Planning Formula Funds will be used for this effort

Description Prior to the newly integrated Regional Planning Program of both MTC and ABAG staff, the MTC Planning Department had provided on-call consultant assistance to jurisdictions with Priority Development Areas to advance implementation of Plan Bay Area. ABAG Planning staff had also provided technical assistance to jurisdictions related to resilience planning and housing. With the integration of MTC and ABAG staff, there is an opportunity to take a strategic view, assessing and evaluating the most effective form and delivery of technical assistance to best serve jurisdictions in the region.

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 – NA – new work element

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
		•		
Task No.	Task Description	• Work Products	Start Date	End Date
1	Develop Scope of Work – anticipated tasks include: a. Inventory all forms of technical assistance currently offered through the new Integrated Regional Planning Program. b. Prepare literature review of technical assistance delivery models, including those offered by other MPOs throughout the nation (i.e. CMAP, ARC, etc.)	Work scope for RFP • Following project kick-off, deliverables for tasks – i.e. consultant draft/final reports, technical materials, presentation materials, etc.	January 2018	June 2019

	<ul style="list-style-type: none"> c. Collect data from technical assistance recipients (i.e. jurisdictions) throughout the region to determine need/best practices d. Prepare draft recommendations based on data e. Present findings f. Prepare final report 			
2	Implement/launch new Technical Assistance Program	<ul style="list-style-type: none"> • Description and procedures for delivering new program 	July 2018	June 2019

E. Anticipated Future Activities (FY 2019-20)

- Anticipated Future Activities**
- Depending on the outcome of the study, it is anticipated that changes will be made to restructure the delivery of technical assistance offered through the Integrated Regional Planning Program.
 - Monitor delivery and outcomes of new program

F. Budget

Salaries & Benefits	Indirect Services	Consultants	Total Expenses		
114,438	57,903	200,000	372,341		
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	SB1 Allocated Funds FY'19	Est. SB1 Allocated FY'18 C/O	General Fund	Total Revenues
1,000	1,000	89,530	100,000	180,811	372,341

October 2017 Amendment (SB1 Planning Formula Funds)

Work Element 1617: Technical Assistance Strategic Planning

A. Project Description

- Objectives**
- Support Plan Bay Area/Plan Bay Area 2040 implementation by providing effective technical assistance to local jurisdictions supporting efforts to encourage the development of resilient housing, jobs, and services near existing and planned transit.

Description Prior to the newly integrated Regional Planning Program of both MTC and ABAG staff, the MTC Planning Department had provided on-call consultant assistance to jurisdictions with Priority Development Areas to advance implementation of Plan Bay Area. ABAG Planning staff had also provided technical assistance to jurisdictions related to resilience planning and housing. With the integration of MTC and ABAG staff, there is an opportunity to take a strategic view, assessing and evaluating the most effective form and delivery of technical assistance to best serve jurisdictions in the region.

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 – NA – new work element

D. Work Plan (FY 2017-18)

Task No.	Task Description	Work Products	Start Date	End Date
1	Issue RFP for consultant assistance	Consultant selection	February 2018	June 2018

E. Anticipated Future Activities (FY 2019-20)

Anticipated Future Activities

- Depending on the outcome of the study, it is anticipated that changes will be made to restructure the delivery of technical assistance offered through the Integrated Regional Planning Program.
- Monitor delivery and outcomes of new program

Work Element 1130: Legislation and Public Affairs

Objectives

This subcategory provides for monitoring, analyzing, proposing and evaluating legislation and regulations that affect MTC. In addition, this subcategory provides for advocacy activities before state and federal legislative bodies or representatives. Further, it covers MTC's efforts to inform and involve the public in MTC's key initiatives, decisions and operational project's activities.

Major Tasks

- Implement Public Information Program & Tribal Government Coordination
- Library Services

Major Products to be delivered in FY 2018-19	Estimated Completion Dates
Annual Report to Sacramento delegation	Winter 2019
Annual Report to Congressional Delegation	Winter 2019

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, MTC's Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.
- Under state law (revised most recently in 2008 by SB 375 (Steinberg), MTC and the Association of Bay Area Governments must develop a regional Sustainable Communities Strategy to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks. The law calls upon the Metropolitan Transportation Commission (MTC) to develop a plan to involve the public in this process. The goal is to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of stakeholders.

Public Participation Plan

- State law requires a separate Public Participation Plan for development of the Sustainable Communities Strategy and the regional transportation plan. This plan is rooted in the principles that are included in MTC's federally required Public Participation Plan, along with the requirements outlined in SB 375.

B. Planning Factors Addressed

- | | |
|-----------------------------------|--|
| Planning Factors Addressed | <ul style="list-style-type: none">• Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency• Increase the safety of the transportation system for motorized and non-motorized users.• Increase the security of the transportation system for motorized and non-motorized users.• Increase the accessibility and mobility of people and for freight.• Target underrepresented groups in MTC's outreach efforts, ensuring equity in our planning efforts.• Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.• Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.• Promote efficient system management and operation.• Emphasize the preservation of the existing transportation system. |
|-----------------------------------|--|

C. Previous Accomplishments

- | | |
|------------------------|--|
| Objectives | <ul style="list-style-type: none">• Same as above |
| Accomplishments | <ul style="list-style-type: none">• Adoption of update MTC Public Participation Plan• Evaluation of Plan Bay Area public engagement• Completed outreach to Tribal governments for Plan Bay Area consultation |
| Work Products | <ul style="list-style-type: none">• Plan Bay Area 2040 document and website• <i>E-News</i> – MTC's electronic newsletter• Press releases, media advisories, etc. |

- E-mail notifications; contact database
- Brochures, postcards as needed
- Website updates
- Public meetings, workshops and regional forums
- Videos and social media content
- Implemented various elements of the Climate Initiatives Outreach Program, including Spare the Air Youth program.

D. Work Plan (FY 2018-19)

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	7/01/18	6/30/19
2	Conduct media relations activities: prepare news releases and press packets; respond to requests for information; arrange press conferences; write and place op-ed pieces and articles; arrange editorial meetings; place commissioners and staff on public affairs shows	News releases, press packets, press events, articles	7/01/18	6/30/19
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	7/01/18	6/30/19
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	7/01/18	6/30/19
5	Complete formal Tribal government-to-government outreach on the Plan Bay Area update, as appropriate, and document separately from public	Government-to-Government	7/01/18	6/30/19

	participation efforts; solicit early involvement of Tribal governments and associated Native American organizations and individuals in public participation efforts. MTC will also outreach to tribal governments regarding its Transportation Improvement Program.	Consultation to Native American Tribes report		
6	Manage the Climate Initiatives Public Outreach Program	Social marketing campaign, Spare the Air Youth Program	7/01/18	6/30/19
7	E- newsletter and other agency information products	E-Newsletters, reports	7/01/18	6/30/19
8	Provide editorial support to agency (including speeches, brochures, etc.)	N/A	7/01/18	6/30/19

E Anticipated Future Activities (FY 2019-20)

- 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		
2,669,835	1,350,868	161,700	2,655,110	6,837,513		
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	Est. FHWA FY'18 C/O	Coastal Conservation /CMAQ/STP	General Fund	Local Funds	Total Revenues
2,400,000	1,003,694	1,250,110	200,000	1,401,209	582,500	6,837,513

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 2018-19)

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		7/01/18	6/30/19
2	Provide reference services to MTC Commission and staff and to ABAG staff, as well as to outside agencies and the public		7/01/18	6/30/19
3	Screen major media, prepare and disseminate daily electronic "Transportation Headlines" compilation via email and Web	Daily email	7/01/18	6/30/19
4	Maintain the MTC Records Management Program for archiving internal records		7/01/18	6/30/19
5	Provide electronic access to Library catalog through the Internet		7/01/18	6/30/19
6	Publish a listing of library acquisitions several times a year		7/01/18	6/30/19
7	Maintain the library and publications sections of MTC's Web page	Web pages	7/01/18	6/30/19
8	Serve as an affiliate of the State Data Center		7/01/18	6/30/19
9	Maintain the Bay Area Census Website	Web statistics	7/01/18	6/30/19
10	Manage the Electronic Information Delivery Service (GovDelivery)		7/01/18	6/30/19

E Anticipated Future Activities (FY 2019-20)

- Anticipated Future Activities**
- Continue to manage collection for the benefit of the agency and the public.
 - Continue to provide reference services.
 - Continue to disseminate information products including the daily news headlines and new acquisitions to the library collection.
 - Ongoing activities, as needed

F. Budget

Salaries & Benefits	Indirect Services	Total Expenses	
266,708	134,948	401,656	
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	General Fund	Total Revenues
120,000	10,000	271,656	401,656

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 Planning**

Major Products to be delivered in FY 2018-19	Estimated Completion Dates
Proposed Estimate and Distribution of Transit Operating Revenue	Spring 2019
Annual Report: Financial Elements	Spring 2019
2018 Transportation Improvement Program Amendments	Ongoing
Transit Sustainability Project Task Orders	Ongoing
2019 TIP Development	Spring 2019
Proposition 1B (Transportation Bond) Program Delivery	Ongoing
FY 2018-19 to 2019-20 FTA Program Adjustments and Implementation	Spring/Summer 2018 and 2019
FY 2018-19 to FY 2018-19 STP/CMAQ Program Implementation	Spring/Summer 2018 and 2019
Federal Funding Obligation Plan	Fall 2018
Finalize/Enhance Modules of Integrated Funding Database	Ongoing
Statistical summary of transit operators	Spring 2019
Performance Audit final reports	Summer 2018

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

- Promote maintenance of the existing transportation system through sound financial planning and asset management efforts.
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

C. Previous Accomplishments

- Prepared Draft and Final TIP and complementary financial analysis
- Developed annual fund estimate and distributions for Transit Operating Revenues
- Developed Plan Bay Area 2040 revenue forecasts and Supplemental Report
- Developed financial element of Plan Bay Area 2040 Transportation Investment Strategy

Work Products

- FY 2017-18 MTC Fund Estimate: https://mtc.ca.gov/sites/default/files/FY_2017-18_Fund_Estimate_Nov17.pdf
- MTC Annual Report: Financial Elements: https://mtc.ca.gov/sites/default/files/MTC_CAFR_FY16-17.pdf
- 2017 TIP Financial Analysis <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program-tip/2017-tip/2017-tip-appendices>
- Plan Bay Area 2040 revenue forecasts and Supplemental Report: http://2040.planbayarea.org/cdn/farfuture/7RWT0Q9rJ5yv8MS6RuaZPqMVvHL2-IQZvEuw6mgf6LA/1499631984/sites/default/files/2017-07/Financial_Assumptions_PBA2040_SupplementalReport_7-2017.pdf

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	Develop FY 2019-20 annual Fund Estimate and distribution of transit operating revenues	▪ Annual fund estimate and distribution for FY 2019-20 Transit Operating Revenues	01/01/19	6/30/19
2	Prepare financial elements of the Annual Report	▪ MTC Annual Report: Financial Elements	7/01/18	5/15/19
3	Develop revenue assumptions and draft forecasts for the next Regional Plan's "Futures" scenario planning process	▪ Draft Futures revenue forecasts	7/01/18	6/30/19
4	Short Range Transit Plan Financial Forecast	▪ Draft Short Range Transit Plan Financial Forecasts for all Bay Area operators	11/01/18	1/15/19
5	Transportation Improvement Program (TIP) financial constraint and capacity analyses	▪ Financial Constraint and Financial Capacity Analyses	07/01/18	12/31/18

E. Anticipated Future Activities (FY 2019-20)

- Anticipated Future Activities**
- Development of revenue forecasts for Plan Bay Area 2050
 - Development of the FY 2020-21 Fund Estimate

F. Budget

Salaries & Benefits	Indirect Services	Total Expenses	
371,638	188,039	559,677	
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	General Fund	Total Revenues
150,000	30,000	379,677	559,677

Work Element 1512: Federal Programming, Monitoring and TIP Management

A. Project Description (FY 2018-19)

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.
- Participate and contribute to statewide efforts for policy development, programming and project delivery including:
 - Local Highway Bridge Program (LHBP) Advisory Committee
 - Highway Safety Improvement Program (HSIP) Advisory Committee
- 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, to maximize the capture of August OA redistribution, minimize impacts of federal rescissions, and ensure funds are not lost to the region.
- Update funding plans and monitor implementation of major multi-year transit capital investments, including the Core Capacity Challenge Grant Program, Caltrain Modernization, BART Railcar Replacement Phase 1, and BART Transbay Corridor Core Capacity (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 urbanized Surface Transportation Block Grant Program (STP), 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) and the RTP guide 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, Core Capacity, earmarks and FRA High Speed Rail funds.
- MTC programs FTA formula funds and other regional revenues such as AB 664 bridge tolls 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 11-year, \$2.2 billion (including \$1.0 billion 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.
 - BART Transbay Corridor Core Capacity – a 13-year, \$3.5 billion (including \$1.5 billion of federal funds) plan to expand BART’s capacity through the Transbay Tube by procuring 306 expansion cars, modernizing and upgrading train control and traction power systems, and expanding the Hayward Maintenance Center.
- 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. California Streets & Highways Code 182.6(f) requires MTC prepare and submit an Annual Obligation Plan to Caltrans annually. MTC adopted policies and procedures (MTC Resolution 3606, Revised) to ensure state and federal funding requirement and deadlines are met and funds are not lost to the region. 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. Develop and amend CMA planning and programming agreements and amendments and process invoices for CMA planning, programming and monitoring activities implementing regional priorities and objectives in support of the RTP/SCS.

B. Planning Factors Addressed (FY 2018-19)

- 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.
- Support progress toward achieving performance targets.

C. Previous Accomplishments (FY 2017-18)

Objectives	<ul style="list-style-type: none">▪ Same as above
Accomplishments	<ul style="list-style-type: none">▪ 20 TIP Revisions - 425 projects totaling \$9.7 billion in net funding change (Calendar Year 2017)▪ Final STP/CMAQ One Bay Area Grant (OBAG 2) County Program▪ STP/CMAQ FHWA Obligations - \$184 million delivered (156% of required target) (FFY 2016-17)▪ FY 2016-17 Listing of Federally Obligated Projects (December 2017)▪ FY 2017-18 Annual Federal Obligation Plan (October 2017)▪ FY 2016-17 Listing of CMAQ Emission Benefits (December 2017)▪ Processed 6 CMA Planning Activities Agreement Amendments, and multiple invoices for CMA Planning.▪ FTA 5307/5337/5339 – amended FY2016-17 preliminary Program of Projects to reflect final FTA apportionments (July 2017), adopted preliminary FY2018-20 program (December 2017), and supported transit operator grant applications to FTA with concurrence letters and monitoring (throughout the year); continued to implement agreement

- with Caltrans developed in FY2012-13 regarding project selection and grant procedures for FTA 5307 and 5339 funds in small urbanized areas
- FTA 5311 – revised the FY2016-17 program based on a revised regional apportionment from Caltrans (June 2017), adopted preliminary program for FY2017-18 (June 2017) based on preliminary regional share of state apportionments allocated by Caltrans
- FTA 5310 – worked with Caltrans to implement preliminary program for FY2012-13 and FY2013-14 adopted in FY2014-15 and adopted a Program of Projects for FY2014-15 through FY2016-17 (April 2017) under an agreement between MTC and Caltrans to jointly administer the program in the Bay Area (See also work element 1518)
- Developed Active Transportation Program (ATP) (included under Work Element 1515)

Work Products

- [20 TIP Revisions](#)
- [Final STP/CMAQ One Bay Area Grant \(OBAG 2\) County Program](#)
- [Listing of Federally Obligated Projects](#)
- [Annual Listing of CMAQ Emission Benefits](#)
- [Annual Federal Obligation Plan](#)
- [FTA 5307/5337/5339 preliminary FY17-FY20 Program of Projects \(Programming & Allocations Committee report\)](#)
- 23 concurrence letters for FTA grants
- [FTA 5311 FY17 and FY18 Preliminary Program of Projects](#)
- [Regional ATP](#) (see Work Item 1515)

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	OWP Start Date	OWP End Date
1	Prepare 13 revisions to federal 2018/2019 TIPs 23 CFR §450.326	<ul style="list-style-type: none"> ▪ TIP Amendments ▪ TIP Administrative Modifications ▪ TIP Revision Financial Constraint Documentation 	7/01/2018	6/30/2019
2	Update 2019 TIP 23 CFR §450.326	<ul style="list-style-type: none"> ▪ Draft FTIP ▪ Final FTIP ▪ Update TIP Air Quality Conformity Analysis 	7/01/2018	12/31/2018
3	Incorporate federal performance requirements into 2019 TIP 23 CFR §450.326(c)(d)	<ul style="list-style-type: none"> ▪ Linkage of investment priorities with performance targets 	7/01/2018	9/30/2018
4	Prepare TIP transportation investment analyses	<ul style="list-style-type: none"> ▪ Various TIP Investment Analyses 	7/01/2018	6/30/2019
5	Monitor federal programs to ensure financial constraint and consistency with TIP and RTP	<ul style="list-style-type: none"> ▪ Various Fund-Program Status Reports 	7/01/2018	6/30/2019
6	Manage and implement	<ul style="list-style-type: none"> ▪ STP/CMAQ OBAG1 	7/01/2018	6/30/2019

	STP/CMAQ FY13 to FY17 Programming CA S&H Code 182.6, 182.7	Program		
7	Manage and Implement STP/CMAQ FY18 to FY22 Programming CA S&H Code 182.6, 182.7	▪ STP/CMAQ OBAG2 Program	7/01/2018	6/30/2019
8	Manage and implement federal TAP / State ATP Large MPO Competitive Program 23 USC § 213 (see also Work Item 1515)	▪ TAP/ATP Cycle Program	7/01/2018	6/30/2019
9	Monitor and facilitate delivery of HSIP program.	▪ HSIP program delivery	7/01/2018	6/30/2019
10	Monitor and facilitate invoicing of pending FHWA inactive obligations. 23 USC § 630.106(5)(6)	▪ FHWA inactive obligations reduction	7/01/2018	6/30/2019
11	Prepare annual obligation plan for local federal-aid projects CA S&H Code 182.6, 182.7	▪ Annual Obligation Plan	07/01/2018	09/30/2018
12	Prepare annual listing of federally obligated projects 23 CFR §450.332	▪ Annual Listing of Federally Obligated Projects	11/01/2018	12/31/2018
13	Prepare annual CMAQ emissions benefit report 23 USC §149.h	▪ Annual CMAQ Emissions Benefit Report	11/01/2018	11/30/2018
14	Participate in California Federal Programming Group (CFPG)	▪ Various TIP procedural Enhancements and Programming outcomes	7/01/2018	6/30/2019
15	Implement regional funding-delivery policy guidance for FHWA-administered funds	▪ MTC Resolution 3606 Revised	7/01/2018	6/30/2019
16	Engage in discussions for FAST implementation	▪ Various Analyses supporting FAST	7/01/2018	6/30/2019
17	Continue to implement new FAST Act requirements as they are developed by FHWA and FTA	▪ Various administrative and programmatic updates, TBD	7/01/2018	6/30/2019
18	Revise preliminary FTA 5307/5337/5339 FY2018-19 Programs of Projects to reflect final apportionments 49 USC 5307, 5337 and 5339	▪ FTA Program of Projects (POP) TIP Amendments	7/01/2018	6/30/2018
19	Revise preliminary FTA 5307/5337/5339 FY2018-19 Programs of Projects to reflect final apportionments	▪ FTA Program of Projects (POP) TIP Amendments	7/01/2018	6/30/2019

	49 USC 5307, 5337 and 5339			
20	Revise preliminary FTA 5311 FY2018-19 Program of Projects (POP) to reflect final apportionments 49 USC 5311	▪ FTA Program of Projects (POP) TIP Amendment	2/01/2018	4/30/2019

E. Anticipated Future Activities (FY 2019-20)

Future Activities ▪ Same as above

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Total Expenses
1,435,055	726,101	14,000	2,175,156
FHWA PL FY'19 (Includes Toll Credit)	FTA 5303 FY'19 (Includes Toll Credit)	General Fund	Total Revenues
600,000	250,000	1,325,156	2,175,156

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).
- SB 1 Planning Formula Funds will be used and contribute to ongoing TSP efforts and studies.
- 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.

Description

Financial Analysis:

- Conducted financial analysis of key internal and external cost drivers and development of cost containment strategies.
- Conducted financial analyses of existing revenue sources, revenue trends and opportunities for new revenue sources and innovative policies for revenue sharing and transit/transportation pricing.
- Facilitate the development of 10-year capital and operating budget forecasts through transit operator Short Range Transit Plans (SRTP).

Service Analysis:

- Conducted in-depth service analysis at the regional and sub-regional level.
- Defined effective transit service at the regional, sub-regional and local levels, establishing service criteria and performance objectives.
- Identified infrastructure and operating policies that could increase transit's effectiveness.
- Recommended prioritized strategies for maximizing ridership,

containing costs, and increasing service efficiencies.

- Recommended policies, service delivery strategies, and cost containment strategies for ADA-paratransit services in the region.
- Facilitate the development and communication of 10-year service plans through transit operator SRTPs.

Institutional Analysis:

- Evaluated intuitional and decision-making structures.
- Conducted marketing and outreach, including engaging the public and multiples stakeholder groups.
- Identified a detailed action plan to implements the TSP’s recommendations.

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 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
- Round 4 TPI Incentive grants awarded in May 2016 <https://mtc.legistar.com/LegislationDetail.aspx?ID=2711688&GUID=4DB11E04-E0C4-4E75-B3F1-94E0693D0AF1&Options=&Search=>
- 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
- Round 3 TPI Investment grants awarded in January 2017 <https://mtc.legistar.com/LegislationDetail.aspx?ID=2917914&GUID=F54A3389-9C28-4BB1-95AA-8AD2C08C8B2B&Options=&Search=>
- On July 12, 2017, MTC programmed the remaining \$2.3 million in Transit Performance Initiative – Investment Program funding to four projects in the North Bay counties of Marin, Sonoma, Napa, and Solano. <https://mtc.legistar.com/LegislationDetail.aspx?ID=3097147&GUID=CDD892D4-9B56-4907-90A1-CA0A2F8CEB7B&Options=&Search=>
- Completed Phase I of the Tri-City Transit Study - and transitioned potential Phase II work to Alameda CTC per project Policy Advisory Committee direction.
- Finalized AC Transit/BART Inner East Bay Fare Discount Pilot Study in Spring 2017.
- Finalized SMART bus integration and station access improvements study in Spring 2017.

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	Continue monitoring of Transit Performance Initiative programs (Investment and Incentive Program) to support a robust transit system in the Bay Area region.	<ul style="list-style-type: none"> ▪ Semi-annual reports to the Commission 	7/1/2018	6/30/2019
2	Continue to program/ fund TPI-like projects through Cap and Trade Low Carbon Transit Operations Program funding on an annual basis and OBAG 2 in future years.	<ul style="list-style-type: none"> ▪ LCTOP program approval of TPI projects by Commission 	11/1/2018	6/30/2019

3	Performance Metric Evaluation and Framework. Continue to assist in development and monitoring strategic plans for largest seven transit agencies to meet performance measure targets established in the TSP. Targets are to be met by end of FY 2018, though supporting data will only be available during or shortly after FY 2018. Develop action plan and proposal for agencies that meet or don't meet the performance metric deadline (evaluation in Fall 2018). Additionally, begin development of the next iteration of performance framework /metrics.	<ul style="list-style-type: none"> ▪ Annual Draft and Final Reports of progress towards performance measure targets ▪ Proposed Plan for 2018 TSP metrics goals. ▪ TSP Evaluation and metrics goals for 2018 and beyond 	July 2018	June 2019
4	Facilitate the development of Short Range Transit Plans (SRTPs) for transit operators	<ul style="list-style-type: none"> ▪ Annual Draft and Final Reports of 10 year transit operator capital and operating budgets, plans, and programs 	07/01/18	06/30/19
5	Sonoma County Transit Integration Study to examine system efficiencies and integration opportunities among Sonoma County transit operators in order to assist MTC in addressing transit performance and sustainability.	<ul style="list-style-type: none"> ▪ Draft and Final Study Report 	July 2018	June 2019

October 2017 Amendment (SB1 Planning Formula Funds)

Project Description

Continue implementation of recommendations from the Transit Sustainability Project and monitor transit operator progress towards the regional 5 year performance metric target requirements.

Responsible Parties

MTC staff will work in coordination with transit operators to undertake studies and analyses.

Overall Project 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).

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1	Performance Metric Evaluation and Framework. Develop action plan and proposal for agencies that meet or don't meet the performance metric deadline (evaluation in Fall 2018). Additionally, begin development of the next iteration of performance framework /metrics.	<ul style="list-style-type: none"> ▪ Proposed Plan for 2018 TSP metrics goals. ▪ TSP Evaluation and metrics goals for 2018 and beyond 	January 2018	December 2018
2	Sonoma County Transit Integration Study to examine system efficiencies and integration opportunities among Sonoma County transit operators in order to assist MTC in addressing transit performance and sustainability.	<ul style="list-style-type: none"> ▪ Draft and Final Study Report 	December 2017	December 2018
3	Rail Governance – explore potential frameworks for delivering passenger rail service in region	<ul style="list-style-type: none"> ▪ Draft concept paper 	January 2018	January 2019

E. Anticipated Future Activities (FY2019-20)

Anticipated Future Activities

- Performance Metric Evaluation and Framework. Continue implementation of recommendations from the Transit Sustainability Project and monitor transit operator progress towards no growth beyond CPI after an initial 5% reduction in one of the three metrics. Make recommendations to Commission for operators not achieving performance metrics outlined in MTC Resolution 4060.
- Plan for OBAG 2 TPI Investment program and the Annual LCTOP programming for TPI Investment projects.

F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses
197,592	99,976	1,671,427	1,968,995

FTA 5303 FY'19 (Includes Toll Credit)	FTA 5303 FY'18 Est. C/O	Est. SB1 Allocated FY'18 C/O	General Fund	Local Funds	Total Revenues
611,000	450,427	137,000	446,568	324,000	1,968,995

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**
- **Affordable Mobility Pilot Program**

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 combined with and made eligible for JARC activities (formerly FTA Section 5316 Job Access and Reverse Commute (JARC) funds) for which MTC is the designated recipient, State Transit Assistance funds, and in some cycles by state Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) capital funds and FHWA STP/CMAQ funds.

As the designated recipient for FTA Section 5307 funds under (Fixing America's Surface Transportation Act.) FAST, MTC is responsible for developing a regional program of projects that will be funded by FTA grants. Consistent with MTC's Transit Capital Priorities (TCP) Process and Criteria (MTC Resolution Nos. 4072, 4140 and 4242), in the FY2013-14, through 2019-20 Section 5307 programs, a portion of the Bay Area's large urbanized area funds were set aside for the Lifeline Transportation Program. As with the other funds in the Lifeline Transportation Program, the 5307 Lifeline set-aside funds have historically been programmed by the county Congestion Management Agencies (CMAs).

In Lifeline Cycle 4 (FY 2014-FY 2016), after Section 5307 (JARC) projects were selected in the countywide programming process, transit operators are serving as direct recipients of the funds. For FTA Section 5316 JARC funds programmed in previous Lifeline cycles, transit operators who are FTA grantees served as direct recipients for their own funds, and MTC served as the direct recipient and passed through the funds to other sub-recipients as needed. In cases where MTC passed through funds to sub-recipients, MTC is responsible for monitoring sub-recipients' compliance with federal requirements for the life of the project.

Lifeline Cycle 5 (FY2018-19 and FY2019-20), is proposed to be similar to the previous four funding cycles. The program guidelines are scheduled for adoption in Winter 2018, with the call for projects occurring in Spring/Summer 2018. Proposed changes include the inclusion of piloting participatory budgeting through the Community Based Transportation Planning process with a set-aside up to \$1 million from the Lifeline Transportation Program for projects identified through this effort. Two to four participatory budgeting pilots are anticipated.

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 five funding cycles, including Cycle 5, expected Winter 2018.
 - Oversaw county-level calls for projects and review and approved locally prioritized projects for cycles 1-4. four cycles
- Work Products**
 - For Lifeline program in Cycles 1 – 4, 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 and May 2016.)

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	Approval of Cycle 5 Program of Projects	Cycle 5 program of projects	July 2018	July 2018
2	Submit reports and documents to FTA as required	<ul style="list-style-type: none"> ▪ FTA Quarterly Reports ▪ FTA Annual Service Report 	July 2018	June 2019
3	For incomplete Cycle 1, 2, 3 and 4 projects, monitor subrecipients' compliance with federal requirements as applicable	Monitoring reports prepared as required	July 2018	June 2019

E. Anticipated Future Activities (FY 2019-20)

- 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.
 - 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
 - For ongoing Cycle 3 Lifeline projects (if any), monitor subrecipients' compliance with federal requirements
 - Submit reports and other documentation to FTA as required
 - Potentially program Cycle 5 reserve funding to projects after completion of CBTP processes that may select projects through a Participatory Budgeting process.

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
 - Contribute to achieving state-mandated reduction targets
- 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 \$526 million in Plan Bay Area 2040 to implement a comprehensive regional Climate Initiatives Program. This initiative focuses on individual actions, public-private partnerships, and other programs to reduce SOV commuting.
 - In 2015, MTC explored potential GHG reduction strategies for inclusion in the update to Plan Bay Area (Plan Bay Area 2040). Based on the assessment, MTC plans to include many of the same climate strategies that were included in Plan Bay Area, and two new strategies: Targeted Transportation Alternatives and Trip Caps

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**
- Plan, develop and implement projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area's climate protection goals and improve our region's air quality and public health
 - Contribute to achieving state-mandated reduction targets

Accomplishments Commuter Benefits Ordinance

- Senate Bill 1128 passed the State Legislature without any opposition and authorizes MTC and the Bay Area Air Quality Management District to jointly administer the Bay Area Commuter Benefits Program. Staff continue to administer the program to bring employers into compliance.

Car Sharing

- Six grants were awarded to the following agencies to implement car sharing services. San Mateo, Hayward and Oakland have implemented their programs

MTC staff are also developing implementation strategies for the next round of car sharing projects that include an understanding of where the existing roundtrip car sharing model, and the new entrants into the market, one-way and peer-to-peer, can be supported in the region.

Vanpool Incentives

- Staff are exploring ways to increase vanpooling in the Bay Area through revisions in program operations and incentives.

Smart Driving

- Staff concluded the Smart Driving pilot projects, and the results were promising for a few of the device types tested, but inconclusive in others. Therefore, while a smart driving initiative appears to be promising approach to achieve GHG reductions among Bay Area drivers who are unable or unwilling to shift to less carbon intensive travel modes, future efforts will be altered to the more successful applications, and will be implemented when gas prices are higher. The program evaluation report is complete.

Electric Vehicle Programs

- The electric vehicle suite of programs include the Clean Vehicles Feebate Program; Vehicle Buy-Back & Plug-in or Electric Vehicle Purchase Incentive and the Regional Electric Vehicle Charger Network.
- Staff are coordinating with the Bay Area Air Quality Management District to implement the programs.

Targeted Transportation Alternatives

- Staff contracted with a consultant to develop an implementation strategy on the most effective way to implement the strategy.

Trip Caps

- Staff compiled an existing programs summary that includes information on programs in the Bay Area, other cities in California and Washington State.
- Staff are exploring a technical assistance program for cities to be early implementers of SB 743 and link trip cap strategies to this assistance program as VMT mitigation measures

Work Products

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	Staff will continue to implement the Climate Initiative Program (outreach, grants), including projects related to the OBAG 2 program (car sharing, electric vehicles and parking/transportation demand management).	Various	7/1/18	6/30/19

E. Anticipated Future Activities (FY 2019-20)

- Anticipated Future Activities**
- Continue to implement the OBAG 2 Climate Initiatives Program.
 - Continue to plan, develop, and implement other climate protection plans and strategies in preparation for future updates to Plan Ba Area

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

A. Project Description

Objectives

- Support Plan Bay Area/Plan Bay Area 2040 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 Technical/Staffing Assistance, 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 90,000 housing units, 120,000 new jobs and 30 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 local staffing needs to carry out neighborhood planning and implementation efforts critical to Plan Bay Area implementation.

To advance Bay Area-wide PDA implementation, staff also engage in studies addressing regionally significant issues such as the reuse of public land and infrastructure finance in PDAs, and periodically evaluates and refines the criteria and guidelines for PDAs.

As needed staff conducts and manages studies that are supportive of and serve to advance PDA Implementation/transportation and land use planning throughout the region.

TOAH Fund - In 2011, MTC contributed to a revolving loan fund which leveraged 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 within a half-mile of 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).

Coordinate County Planning Funds

Coordinate with County Congestion Management Agencies (CMA) related to transportation and land-use planning and implementation, 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 \$38 million (840 units). An additional loan totaling \$4 million (64 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 51 PDA/Station Area planning, Technical Assistance and Staffing Assistance grants totaling \$24 million.
- Assessment of PDAs along the Inner Bay Area Corridors
- Reviewed county congestion management agency PDA Investment and Growth Strategies
- Completed certification of Sonoma Marin Rail Transit Ph. 1 consistency with MTC TOD policy (fall 2010)
- Completed SR 82 Relinquishment Exploration Study (2015)
- Completed Infrastructure Financing White Paper (2016)
- Initiated study of land available for TOD near major transit service in the west bay.

- Work Products**
- Completed Station Area/PDA plans and Technical/Staffing Assistance projects
 - Funded projects/closed loans through TOAH Fund
 - TOAH Steering Committee meeting packets and quarterly reports
 - Completed studies/reports (Infrastructure Financing White Paper, SR 82 Relinquishment Exploration Study)

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	<p>Administer and support existing PDA Planning Grant and Technical Assistance Programs (local jurisdictions, Completion TBD).</p> <p>Initiate projects awarded through 2018 call for applications for PDA Planning Grant and Technical Assistance Programs (local jurisdictions, Completion TBD)</p> <p>Initiate/complete regional studies that support PDA Implementation and transportation and land use planning.</p>	<p>Adopted land use plans, modified zoning, completed reports to be adopted by Planning Commissions and/or City Councils to support infill development.</p> <p>Reports supportive of PDA planning and implementation completed by MTC.</p>	July 2018	June 2019
2	Monitoring TOAH Fund	Closed loans, additional projects funded	July 2018	June 2019
3	Coordinate transportation and land-use planning with county CMAs	Review any updates to PDA Investment and Growth Strategies upon submittal	July 2018	June 2019

E. Anticipated Future Activities (FY 2019-20)

- Anticipated Future Activities**
- Continue administration of planning, technical and staffing assistance grants targeting jurisdictions taking on majority of Plan Bay Area/Plan Bay Area 2040 jobs and housing.
 - Initiate regional studies that support PDA implementation.
 - Review updates to County PDA Investment and Growth Strategies upon submittal
 - Revise TOAH fund structure to speed fund deployment and loan repayment
 - Continue to pursue supportive TOD parking policies and programs

October 2017 Amendment (SB1 Planning Formula Funds)

Project Description

The SB1 Planning Formula Funds will be used to better understand the work components of the newly-formed Housing and Neighborhoods group within the Integrated Regional Planning Program to achieve effective PDA planning and implementation. This will involve coordination with the following sub-groups – housing, PDA implementation, climate initiatives and equity-related elements. In addition, it will be used to support staff in advancing new programs including a Preservation Pilot program, the Affordable Housing Jumpstart grant program, and development of the 80k by 2020 housing incentive program. Work will also focus on better connecting PDA planning and implementation work with MTC’s Climate Initiatives Program, such as assessing the intersection with the Targeted Transportation Alternatives, Trip Cap and Carsharing climate strategies. In addition, staff will also focus on SB743 implementation, integrating new policy in PDA Planning, Technical and Staffing Assistance, as well as looking for parallels with the Climate Initiatives Program. Staff will also provide data or analytical support to the CASA effort, the Committee to House the Bay Area.

Responsible Parties

The integrated MTC/ABAG staff in the Housing and Neighborhoods group will work in coordination with other MTC/ABAG staff, partner stakeholders and/or consultant teams to assess and deliver the programs noted above.

Overall Project Objectives

- Deliver new housing funding programs (Preservation Pilot, Jumpstart and TOAH 2.0) focused in PDAs throughout the region
- Assess data and policy relevant to the 80k by 2020 incentive program and CASA and potential to enhance tools and technical assistance related to housing permitting and production.
- Assess and connect PDA planning and implementation with MTC’s Climate Initiatives strategies related to reducing per capita greenhouse gas emissions reductions per Plan Bay Area 2040/SB375.
- As the newly-formed Housing and Neighborhood Group, assess and deliver new or enhanced services to local jurisdictions/PDAs.

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Work with partner stakeholders to finalize business plan and resolutions for Commission approval for TOAH 2.0 and the Preservation Pilot	▪ Business Plan	January 2018	June 2018
2.	Work with partner stakeholders to finalize funding agreements for TOAH 2.0 and the Preservation Pilot	▪ Signed funding agreements	January 2018	June 2018

- | | | | | |
|----|---|--|--------------|-----------|
| 3. | Begin to work with San Francisco, Alameda and Santa Clara Counties to develop funding agreements for the Jumpstart Program | <ul style="list-style-type: none"> • Initial strategy for developing funding agreements | January 2018 | June 2018 |
| 4. | Assess data and/or policies to contribute to the development of the 80k by 2020 housing incentive program and/or CASA | <ul style="list-style-type: none"> ▪ Reports, data analysis, etc. | January 2018 | |
| 5. | Assess PDA planning and implementation strategies and their intersection with Climate Initiatives strategies, such as car sharing and targeted transportation alternatives and trip caps. | <ul style="list-style-type: none"> ▪ Staff reports ▪ Best practices | January 2018 | June 2018 |

E. Anticipated Future Activities (FY 2018-19)

- | | |
|--------------------------------------|--|
| Anticipated Future Activities | <ul style="list-style-type: none"> ▪ Continue to monitor/implement housing programs to advance affordable housing in the region ▪ Continue assessment of transportation/land use funding conditioning and monitoring ▪ Continue to assess best practices related to PDA implementation/climate initiatives. Communicate findings to local jurisdictions |
|--------------------------------------|--|

Fiscal Year 2018-19 (SB1 Planning Formula Funds)

Project Description

The SB1 Planning Formula Funds will continue to be used to better understand the work components of the newly-formed Housing and Neighborhoods group within the Integrated Regional Planning Program to achieve effective PDA planning and implementation. This will involve coordination with the following sub-groups – housing, PDA implementation, climate initiatives and equity-related elements. In addition, it will be used to support staff in advancing new programs including a Preservation Pilot program, the Affordable Housing Jumpstart grant program, and development of the 80k by 2020 housing incentive program. Work will also focus on better connecting PDA planning and implementation work with MTC’s Climate Initiatives Program, such as assessing the intersection with the Targeted Transportation Alternatives, Trip Cap and Carsharing climate strategies. In addition, staff will also focus on SB743 implementation, integrating new policy in PDA Planning, Technical and Staffing Assistance, as well as looking for parallels with the Climate Initiatives Program. Staff will also provide data or analytical support to the CASA effort, the Committee to House the Bay Area.

Responsible Parties

The integrated MTC/ABAG staff in the Housing and Neighborhoods group will work in coordination with other MTC/ABAG staff, partner stakeholders and/or consultant teams to assess and deliver the programs noted above.

Overall Project Objectives

Deliver new housing funding programs (Preservation Pilot, Jumpstart and TOAH 2.0) focused in PDAs throughout the region

- Assess data and policy relevant to the 80k by 2020 incentive program and CASA and potential to enhance tools and technical assistance related to housing permitting and production.
- Assess and connect PDA planning and implementation with MTC’s Climate Initiatives strategies related to reducing per capita greenhouse gas emissions reductions per Plan Bay Area 2040/SB375.
- As the newly-formed Housing and Neighborhood Group, assess and deliver new or enhanced services to local jurisdictions/PDAs.

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1.	Continue to work with San Francisco, Alameda and Santa Clara Counties to develop funding agreements for the Jumpstart Program	<ul style="list-style-type: none"> • Signed funding agreements between MTC and each county 	July 1, 2018	June, 30 2019
2.	Continue to assess data and/or policies to contribute to the development of the 80k by 2020 housing incentive program and/or CASA	<ul style="list-style-type: none"> ▪ Reports, data analysis, etc. 	July 1, 2018	June, 30 2019
3.	Continue to assess PDA planning and implementation strategies and their intersection with Climate Initiatives strategies, such as car sharing and targeted transportation alternatives and trip caps.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Best practices ▪ Strategies for incorporating into future calls for projects 	July 1, 2018	June, 30 2019
4.	SB 743 Implementation – assess best practices for incorporating new policy into existing programs (PDA Planning, Technical and Staffing Assistance), as well as any parallels with the Climate Initiatives Program	<ul style="list-style-type: none"> ▪ Best practices and policies for local jurisdictions 	July 1, 2018	June, 30 2019

E. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses		
292,619	148,057	16,341,000	16,781,676		
SB1 Allocated Funds FY'19	Est. SB1 Allocated FY'18 C/O	STP PL	CMAQ/STP	General Fund	Total Revenues
150,000	370,000	7,646,000	8,300,000	315,676	16,781,676

Work Element 1618: Affordable Mobility Pilot Program

A. Project Description

Objectives

The Project has several key goals and objectives including:

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

Description

The Car Sharing and Mobility Hubs in Affordable Housing Pilot Project (Project) will provide 24 battery electric vehicles (BEVs) and 24 electric charging stations (EVSEs) along with a suite of mobility options such as bikeshare, transit passes, electric bicycles, credit for taxi and Lyft Line trips to transit, GIG (one-way car share) and other rideshare solutions at 3 affordable housing sites in disadvantaged communities (DACs) in the cities of Oakland, Richmond and San Jose.

This Project will offer affordable transportation options to meet the travel needs of under-served low-income residents in the region, while reducing greenhouse gas emissions (GHGs), improving health outcomes, and create a new model for affordable housing development. These mobility options will be coupled with effective travel training and outreach to support resident choices reducing vehicle trips, especially in internal combustion engine (ICE) vehicles, while moving away from private vehicle ownership.

To increase impact and get participation levels high enough to sustain the car sharing program there will also be intensive outreach to the surrounding neighborhood residents, encouraging them to enroll in car share. The Project will be implemented in three initial sites in Oakland, Richmond and San Jose. A Project Advisory Committee (PAC) will support the efforts to replicate the program, as well as use the Project results to inform policy to more easily implement the

Project's innovations going forward.

B. Planning Factors Addressed

Planning Factors Addressed The Project will focus on shifting SOV travel behavior and reducing vehicle ownership in each of the three affordable housing development identified in the project. Each development will also serve as a mobility hub for the surrounding community, creating strong visibility for EV infrastructure. Community outreach will help grow participation in the car share program to help build a financially sustainable model over time.

C. Previous Accomplishments

NA – new work element

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	Program Design	<ul style="list-style-type: none"> Detailed program and implementation strategy with site specific partner and resident input Confirm sites for participation Set up partnerships (Project Advisory Committee (PAC) and Resident Engagement and Site Level Teams) 	7/15/18	12/31/19
2	Program Implementation	<ul style="list-style-type: none"> Develop and issue RFQ based on program design, sites selected, features, costs Identify and select vendors Implement programs at each site 	7/1/18	12/31/19
3	Outreach and Education	<ul style="list-style-type: none"> Communication & outreach plan for community and partnership cultivation Training sessions with residents and one on one sessions 	7/1/18	12/31/19
4	Resident Surveys, Data Collection and Evaluation	<ul style="list-style-type: none"> Survey design, implementation and analysis at each site 	7/15/18	12/31/19
5	Project Administration	<ul style="list-style-type: none"> Ongoing project coordination, reporting and invoicing Draft Final Report Final Disbursement 	7/15/18	5/31/20

E. Anticipated Future Activities (FY 2019-20)

Anticipated Future Activities The contract for the program is expected to be completed mid-January, after which the activities in Task 1 will be initiated.

Work Element 1220: Traveler Coordination and Information Systems

Objectives

This subcategory provides for developing, implementing and evaluating MTS Management Strategies to improve passenger convenience and system efficiency and safety, including public transit coordination, rideshare services, ADA implementation, ITS technologies, freeway and arterial operation/management, incident management, motorist aid and emergency response.

Major Tasks

- **Regional Carpool Program & Commuter Benefits Program**
- **Support Transportation System Management Program**
- **Implement Regional Traveler Information Services**

Work Element 1222: Regional Carpool Program and Commuter Benefits Program

Description

The projects under Work Element 1222 reduce auto emissions and mitigate traffic congestion region-wide by initiating and sustaining shifts from single occupant vehicle (SOV) trips to carpools, vanpools and other transportation alternatives.

Regional Carpool and Vanpool Programs focus 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;
- Promoting and incentivizing carpools and vanpools, including as express lanes open;
- Reporting vanpool information to the National Transit Database for long term program funding;
- Providing vanpool support services;
- Coordinating outreach with county partners;
- Assisting during emergency situations and regional events affecting Bay Area travel; and
- Evaluating the services provided, as appropriate.

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; and
- Staff a phone help line for Bay Area Commuter Benefits Program support.

Federal Planning Factors

The projects under this work element are funded with Federal CMAQ funds and meet the following Federal Planning Factors as described in Title 23 of the USC Section 134(f) revised:

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

Ongoing tasks:

- Perform program/contract management and oversight for the Regional Carpool Program
- Perform program/contract management and oversight for the Vanpool Program
- Coordinate with local TDM programs and county agencies

Products

Estimated Completion Date

Carpool Program Status Reports

Quarterly (or as required)

Carpool Program Implementation Plan

June each year

Vanpool Program Start

Summer 2018

Carpool/vanpool information on 511 and 511.org

Ongoing

Bay Area Commuter Benefits Program information on 511 and 511.org

Ongoing

Work Element 1223: Support Transportation Management System 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.

Federal Planning Factors

The TMS Program is funded with Federal Surface Transportation Block Grant (STBG) funds and meets the following Federal Planning Factors as described in Title 23 of the USC Section 134(f) revised:

- Increase the safety of the transportation system for motorized and non-motorized users
- Promote efficient system management and operation
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Emphasize the preservation of the existing transportation system
- Increase the accessibility and mobility of people and freight

Ongoing tasks:

Specific activities for FY 18-19 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, evaluate the effectiveness of existing hardware and systems, and devise a system upgrade/replacement plan 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.
- 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	Estimated Completion Dates
Provide maintenance and support for TMS projects	Ongoing
Maintain and replace/restore traffic operation devices on high priority corridors	Ongoing
Updates to the TMS Action Plan and Annual Work Plan	June 2019 (or as needed)
Transportation Management Center Asset Inventory, Lifecycle Analysis, and Investment Plan	November 2018

NOT CPG FUNDED

Work Element 1224: Implement Regional Traveler Information Services

Description

The 511 traveler information program provides traffic, transit, carpooling, vanpooling, bicycling, and parking information via the phone (511), web (511.org), and other channels, including regional electronic transit hub sign displays, Caltrans changeable message signs, and other products provided by third-party providers. The information provided through 511 represents the efforts of ongoing collaboration and coordination with the program's partners, including Caltrans, the California Highway Patrol, the region's transit agencies, the Air District and numerous county and local transportation agencies, and event organizers/venues.

The 511 program must cost-effectively collect, process, and disseminate data to provide premier multi-modal traveler information and services that are useful, accurate, and reliable. Responsibility for gathering, processing, and disseminating 511 information should be regionally coordinated and rationally allocated to Bay Area transportation organizations – in both the public and private sectors – according to institutional interest, and ability.

The 511 program launched its Next Generation system in June 2016, which includes an updated and streamlined phone service and website. The NextGen system provides 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 provides support for regional programs, including the Bay Area Commuter Benefits Program, Drive Smart Bay Area, Bay Area Express Lanes, as well as local events affecting travel. 511 also offers data feeds and Application Programming Interfaces (APIs) for use by the developer community to create other tools and services.

Among its many roles, the 511 program:

- Serves as the go-to source for travelers and media in regional emergencies;
- Partners with many agencies and businesses for regional events;
- Supports numerous MTC/SAFE/BATA objectives; and,
- Supports the federal planning factor to enhance travel and tourism.

Ongoing tasks:

- Operations, maintenance, performance monitoring, enhancement, and educational outreach/promotion of the 511 traveler information system.
- Operations of the 511 Traveler Information Center.
- Dissemination of critical transportation information during regional emergencies.
- Dissemination of Regional Traveler Information in order to improve the traveler's experience, thus increasing travel and tourism.
- Coordination with and support of partner agencies on operations and maintenance of 511. Coordination of Technical Advisory Committees and associated working groups.
- Monitoring and evaluation of system performance, usage, and customer feedback.
- Development and maintenance of system documentation.
- Provision of data and APIs for use by public agency partners and the developer community.

Major Products

- Information and services for customers via 511/511.org/other channels
- Operation of the 511 Traveler Information Center
- Data feeds and APIs for use by public agencies and developers
- 511 project enhancements

Delivery Dates

Ongoing

Ongoing

Ongoing

Ongoing

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

No CPG funds used

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 Communication Operations**
- **Arterial and Transit Management**
- **Implement Incident Management Program**
- **Freeway Performance Program**
- **Technology-Based Operations and Mobility**

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 regional initiatives that provide technical assistance and financial support to cities, counties, transit agencies, etc. to promote improved arterial operations in the Bay Area. As part of this program, MTC staff also manages the Arterial Operations Committee (AOC), which serves as a forum for discussion of shared issues and lessons learned among public agencies and planning/traffic engineering consultant firms. The Arterial Operations program produces direct benefits by funding projects that reduce travel time and emissions and enhance traffic safety for pedestrians, bicycles and transit on arterial streets. It also results in indirect benefits through projects that offer technical assistance to help local traffic engineers do their job more efficiently and effectively.

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.
- **Innovative Deployments to Enhance Arterials (IDEA):** IDEA provides technical and financial assistance to Bay Area jurisdictions to improve arterial operations and demonstrate new transportation technologies through the deployment of applications using elements such as automated traffic signal performance measures, adaptive traffic signal control, advanced detection systems, transit signal priority and connected and automated vehicles.

Major Products

Support Arterial Operations Committee
Status reports on various arterial operations programs
Complete projects under the PASS
Complete projects under the NextGen AOP

Delivery Dates

Quarterly
Quarterly
Annually
Within 24 to 36 months of project initiation, depending on project complexity

Complete projects under the IDEA program

Within 24 to 36 months of project initiation, depending on project complexity

Organize Technology Transfer Seminars

Bi-annually

No CPG funds used

Work Element 1235: Implement Incident Management Program

Description

I-880 Integrated Corridor Management (ICM) Northern Segment project. The purpose of the project is to manage arterial traffic that has naturally diverted due to an incident and route motorists back to the freeway using ITS strategies (e.g., trailblazer signs, cameras) to optimize operations. The project involves coordination with multiple agencies, including Caltrans, the City of Oakland, the City of San Leandro, and AC Transit.

Incident Management Task Force. The purpose of this task force is to improve the management of incidents on Bay Area freeways. The Incident Management Task Force (IMTF) includes state, regional, and local partners. The IMTF recommends and implements strategies and projects to improve incident management (IM).

Federal Planning Factors

The Incident Management Program is funded with Federal CMAQ and STP funds and meets the following Federal Planning Factors as described in Title 23 of the USC Section 134(f) revised:

- Increase the safety of the transportation system for motorized and non-motorized users
- Promote efficient system management and operation
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Tasks:

Oversee construction, system integration, and testing of the I-880 Northern Segment integrated corridor management (ICM) project. To manage traffic that naturally diverts from the freeway due to major incident on I-880, the arterial incident management project will install ITS equipment on arterial streets along the I-880 corridor in the Cities of Oakland and San Leandro.

- Manage preliminary engineering for the I-880 Central Segment, including coordination with multiple agencies, including Caltrans, the Cities of San Leandro, Hayward, Union City, and Fremont, Alameda County, and AC Transit.
- An IM Task Force made up of CHP, Caltrans and MTC representatives meets every other month to help facilitate interagency cooperation and oversee the development of specific short term actions and projects to improve 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.

Major Products

Delivery Dates

Implement IM projects

Ongoing

Hold inter-agency incident coordination workshops

Quarterly

I-880 ICM project construction

Fall 2019

No CPG funds used

Work Element 1237: Freeway Performance Program

Description

MTC continues to focus on ways to improve the efficiency, safety and reliability of freeway travel for people and freight through improved freeway, arterial, and transit operations.

The Freeway Performance Program (FPP) is a strategic operations program that diagnoses key transportation problems, assesses and recommends specific mitigations, and implements recommended mitigations in priority corridors within available resources and partnership support. FPP delivers cost-effective operational strategies (such as managed lanes, adaptive ramp metering, shoulder running lanes for buses and HOVs, Traffic Operations 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, connected vehicles, and the Regional Express Lane Network. It also looks to implement person throughput strategies and policy changes called for in the Managed Lanes Implementation Plan. Overall, FPP planning and capital projects aim to better manage and operate Bay Area freeways, arterials, and transit systems.

Federal Planning Factors

The FPP is funded with Federal STP and CMAQ funds and meets the following Federal Planning Factors as described in Title 23 of the USC Section 134(f) revised:

- Increase the safety of the transportation system for motorized and non-motorized users
- Promote efficient system management and operation
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Tasks

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 upgrading existing ramp meters to corridor adaptive ramp metering and activating existing ramp meter gaps; develop staging plans for implementation; conduct before and after studies to assess traffic operations after implementation; support county ramp metering Technical Advisory Committees.
- Conduct design alternative assessments on key corridors to identify operational improvements from congestion relief, system performance, safety, design feasibility, and cost perspectives. Identify strategies to increase person throughput by improving transit and carpool travels, as ways to encourage mode shift away from solo drivers.
- Conduct analyses for the feasibility of installing and activating other active traffic management and mobility management strategies, such bus queue jump lanes, bus on shoulder, park-rides, carpooling, transit services improvements, etc.
- Work closely with Caltrans, Bay Area Congestion Management Agencies, and other partners in the planning, environmental review, design, and capital project delivery of recommended operational/capital improvements.
- Identify short and long-term transportation funding needs to fully implement and deliver BAF strategies.

- Support related operational planning activities in support of managed lanes, MTC Express Lanes Program, Connected and Automated Vehicles, etc.
- Monitor system performance and collect/analyze data within available resources and where appropriate to inform analysis and policy changes.

Major Products

- Corridor studies/design alternative assessments
- Adaptive ramp metering upgrade
- Ramp metering implementation plans
- Corridor transit signal priority implementation
- Annual congested segments analysis
- Other related technical studies/operational analyses
- Operational/capital improvements
- Performance monitoring and data collection/analysis

Delivery Dates

- Ongoing
- Ongoing
- Ongoing
- Ongoing
- Ongoing
- Ongoing
- Ongoing
- Ongoing

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 pilot and deliver a suite of technology-based operational strategies that will help us achieve our goals. This work element includes both the Shared Use Mobility as well as Connected and Autonomous Vehicles programs.

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, TDM analytical platforms, 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 and Autonomous Vehicles (CV/AV): Supports connected vehicle, autonomous vehicle, and autonomous vehicle deployments in the region. This is a multimodal initiative that aims to enable safe, interoperable, and networked wireless communications among vehicles, infrastructure, and personal communications devices to improve safety, mobility, and the environment. Key strategic areas for deployments include:

- Intersection-based arterial deployments to enable a variety of safety, mobility, and sustainability applications;
- Freight-focused solutions to reduce emissions related to operations at the Port of Oakland;
- Freeway-oriented deployments to increase the functional capacity of heavily congested corridors, promote high-occupancy modes and reduce non-recurrent delay by improving incident management; and
- Deploying systems that support advanced traveler information dissemination to connected vehicles in order to positively influence traveler behavior and encourage mode shift.

Additionally, through this work element, MTC will engage in the local, state, and national deployment dialog and facilitate conversations with regional stakeholders to document and share best practices and lessons learned from new apps, mobility services, and early deployments of connected vehicle and related technologies.

Federal Planning Factors

These programs are partially funded with federal funds and meets the following Federal Planning Factors as described in Title 23 of the USC Section 134(f) revised:

- Increase the safety of the transportation system for motorized and non-motorized users;
- Promote efficient system management and operation;
- Enhance the integration and connectivity of the transportation system, across and between modes, people and freight; and
- Increase the accessibility and mobility of people and for freight.

Ongoing Tasks

Shared Use Mobility

- Conduct planning analysis to assess opportunities to address ways to close first/last mile issues, provide innovative shared-use services, better operate or provide augmented transit services, etc.
- Develop project concepts, designs, and capital delivery plans
- Identify available funding
- Deploy projects on small-scale basis to address specific issues, evaluate results, and consider regional deployment as appropriate

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

Connected and Autonomous Vehicles (CV/AV)

- Stay abreast of emerging technologies and policy development at federal, state and local levels.
- Coordinate internally through oral and written reports to update management and/or staff on the status of the Connected and Autonomous Vehicles Program.
- Coordinate special stakeholder meetings/forums/workshops to discuss topics related to connected vehicles, autonomous 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 autonomous vehicle technologies and/or deployments.
- Conduct technology studies and alternative assessments to evaluate the readiness and scalability of connected vehicle technologies within available resources
- Conduct analyses for the feasibility of installing and activating connected vehicle technologies; develop staging plans for connected vehicle implementation; conduct before and after studies to assess benefits of connected vehicle technologies after implementation; and identify best practices for connected vehicle deployments within available resources.

Products**Estimated Completion Date**

Reports on program activities and direction

Monthly

Status reports on active CV/AV initiatives

Monthly

Data feeds/APIs/tools for use by public agencies and developers

Ongoing

Regional workshops and information for public agencies

As needed

Tech Transfer seminars

As needed

Policy recommendations

As needed

Technology studies/design alternative assessments

As needed

Other related technical studies/operational analyses

As Needed

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 in collaboration with Caltrans District 4, and monitoring and reporting on the project delivery and expenditure of funds.

Major Tasks

Tasks in this work element overlap with tasks in work elements 1512 and 1517

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

Major Products to be delivered in FY 2018-19	Estimated Completion Dates
Proposed Estimate and Distribution of Transit Operating Revenue	Spring 2019
Annual Report: Financial Elements	Spring 2019
2018 Transportation Improvement Program Amendments	Ongoing
Transit Sustainability Project Task Orders	Ongoing
2019 TIP Development	Spring 2019
Proposition 1B (Transportation Bond) Program Delivery	Ongoing
FY 2016-17 to 2018-19 FTA Program Adjustments and Implementation	Spring/Summer 2018 and 2019
FY 2018-19 to FY 2018-19 STP/CMAQ Program Implementation	Spring/Summer 2018 and 2019
Federal Funding Obligation Plan	Fall 2018
Finalize/Enhance Modules of Integrated Funding Database	Ongoing
Statistical summary of transit operators	Spring 2019
Performance Audit final reports	Summer 2018

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 setting performance measures related to the State of Good Repair for both the transit system and streets and roads on the National Highway System.
- Incorporate Transit Asset Management-related performance based planning in the Metropolitan Transportation Plan and Transportation Improvement Program process.
- Comply with state law that requires that each local government establish and maintain a Pavement Management Program (PMP) as a condition for funding projects in the State Transportation Improvement Program (California Streets and Highways Code section 2108.1)
- Reduce or mitigate storm water impacts of surface transportation through non-pavement asset management activities including storm drain inventory and condition monitoring, and encouragement of best practices in run-off mitigation as it relates to roadway repair
- Support DOT requirements on Highway Performance Monitoring System (HPMS) and Model Inventory of Roadway Elements (MIRE) reporting for safety management by using an asset management system to track roadway data
- Integrate Transit Asset Management Plans from transit providers into our planning process and coordinate with the transit providers to implement a performance based planning process that prioritizes investments that meet regional performance targets for State of Good Repair.

Description

- Update and refinement of the Regional Transit Capital Inventory
- Develop, upgrade, maintain and distribute the StreetSaver and StreetSaver Plus software
- Develop regional and operator-based forecasts of transit capital maintenance and repair needs, available funding sources, and condition scenarios based on revenue options
- Facilitate the development of Transit Asset Management plans
- Coordinate with all transit providers to set the MPO's Transit Asset Management targets
- Develop local and regional forecasts of pavement and non-pavement repair needs, available funding sources, and condition scenarios based on revenue options
- Conform performance measures and monitoring activities related to asset conditions to federal and state requirements
- Provide guidance and instruction on best practices in asset management and safety management as it relates to asset management.
- Provide performance monitoring guidance and tools
- Develop models and processes for integrating Transportation Asset Management objectives into

- regional multi-objective decision-making
- Provide oversight of the Statewide Local Streets and Roads Needs Analysis Project
- Develop the Annual Regional Summary of Pavement Conditions
- Implement Pavement Management Program (PMP) certification procedures
- Provide program updates and technical assistance to StreetSaver users
- Implement the Pavement Management Technical Assistance Program (P-TAP)
- Implement the Data Quality Management Program for P-TAP
- Facilitate meetings of the Local Street and Road Working Group
- Facilitate meetings of the Transit Asset Management working groups

B. Planning Factors Addressed

- Foster a regional approach to transportation planning by promoting cooperation and coordination in efforts to improve the state repair of transportation assets;
- Establish prioritization for investment in the existing transportation system;
- Develop performance goals and track progress made in attaining them;
- Improve the region’s ability to assess the impact of investments in transit capital replacement and rehabilitation on State of Good Repair and system reliability;
- Help develop smart funding and investment prioritization policies and procedures;
- Promote efficient system management and operation and reduce/eliminate project delivery delays;
- Emphasize the preservation of the existing transportation system;
- Reduce or mitigate storm water impacts of surface transportation;
Facilitate and improve safety through the use of asset management with a comprehensive roadway data inventory.

C. Previous Accomplishments

- P-TAP grant program:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=2950091&GUID=523BB954-2512-4838-8349-0D7362D23ABE&Options=&Search=>
- PCI Summary: https://mtc.ca.gov/sites/default/files/PCI_16.pdf Plan Bay Area 2040 Final Needs Assessments <https://mtc.legistar.com/gateway.aspx?M=F&ID=54fe5d92-28b0-4e41-a25c-b081add5b8a9.pdf>
- Statewide Needs Assessment <http://www.savecaliforniastreet.org>
- Regional Transit Asset Management targets for 2017
<http://mtc.legistar.com/gateway.aspx?M=F&ID=9695bd69-1ad0-4fbd-9385-1f0a3d964d6f.pdf>
- *Vital Signs*
<http://www.vitalsigns.mtc.ca.gov/transit-asset-condition>
<http://www.vitalsigns.mtc.ca.gov/street-pavement-condition>

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	Provide technical training and support for StreetSaver users	Assistance as requested	7/01/18	6/30/19
2	Regional Transit Capital Inventory Update	Updated Inventory of Transit Assets	Ongoing	Ongoing
3	Regional summary of pavement conditions	Regional Condition Summary	7/01/18	6/30/19

4	Transit Asset Management (TAM) Plan development and assistance	Final group TAM plan(s)	10/01/17	5/01/18
5	TAM Target Setting	FY 2019 TAM Targets	09/01/18	10/30/18
6	Local Streets and Roads Needs Assessment	2018 Statewide Needs Assessment	7/01/17	6/30/19
7	Provide support to Local Street & Road and Transit Asset Management working groups	Meetings and Meeting Materials	7/01/18	6/30/19
8	Implement the P-TAP Grant Program	Program of Projects	7/01/18	6/30/19

E. Anticipated Future Activities (FY 2019-20)

- Anticipated Future Activities**
- 2019 Regional Pavement Condition Summary
 - Establish regional Transit Asset Management targets for 2020
 - Update Group Transit Asset Management Plan for Tier II operators and consolidated NTD report
 - Provide technical assistance and coordinate development of Tier I Transit Asset Management Plans
 - 2019 RTCI Update
 - 2020 Statewide Needs Assessment

Work Element 1514: Regional Assistance Programs & Project Reviews

Description

MTC allocates transportation assistance funds and administers and accounts for these funds, including Transportation Development Act (TDA), State Transit Assistance (STA), and STA State of Good Repair funds. MTC also administers the twenty-five percent share of the one-half cent sales tax (“AB 1107” funds) for AC Transit, BART and San Francisco Muni pursuant to Public Utilities Code Section 29142.2(b); and various toll bridge-related revenues to support public transportation programs and projects. Administration of these funds requires development, maintenance and distribution of fund application forms and instructions; related financial accounting; evaluation of fund applications (“claims”); development of materials to support allocation recommendations to the Commission; assistance to applicants in compliance with procedural, regulatory and statutory requirements.

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

Ongoing tasks:

- Evaluate requests for TDA, STA, AB1107 and Bridge Toll funds and allocation recommendations
- Oversee Triennial Performance Audits and Review Related Recommendations
- Adopt Annual Productivity Improvement Program (PIP)

Previous Accomplishments

- Productivity Improvement Program: <http://mtc.legistar.com/gateway.aspx?M=F&ID=bbe82574-2808-44e5-a69b-240267775068.pdf>
- Triennial Performance Audit Report: <http://mtc.legistar.com/gateway.aspx?M=F&ID=bbe82574-2808-44e5-a69b-240267775068.pdf>

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 2019
Summer 2018
Fall 2018

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), Senate Bill 862 (Chapter 36, Statutes of 2014), and Senate Bill 1 (Chapter 5, Statutes of 2017) and consistent with the overall investment objectives in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Ensure compatibility with federal investment procedures and choices as conducted pursuant to federal programming activities described above.
- Implement the 2018 Regional Transportation Improvement Program (RTIP) and 2018 State Transportation Improvement Program (STIP) in cooperation with Congestion Management Agencies (CMAs), Transit Agencies, Caltrans, and the California Transportation Commission.
- Implement the Active Transportation Program (ATP) Cycles 1, 2, and 3, and develop Cycle 4.
- Successfully deliver projects using state transportation funds, including STIP, Proposition 1B funds, Cap and Trade Programs (such as Low Carbon Transit Operations Program (LCTOP)), and Senate Bill 1 (SB 1) program, within the deadlines prescribed by the fund source.
- Develop and implement, in cooperation with the State of California, County Transportation Authorities, transit operators, and other stakeholders, various programs funded through Senate Bill 1 (SB 1), including:
 - Solutions for Congested Corridors (SCC) competitive program
 - Trade Corridor Enhancement Program (TCEP), which includes funding from the federal National Highway Freight Program (NHFP)
 - Local Partnership Program – Formula and Competitive shares
 - Transit and Intercity Rail Capital Program
 - Local Streets and Roads
 - Caltrans Planning Grants, including Sustainable Communities and Adaptation Planning Grants
 - State Highway Operations and Protection Program (SHOPP)
- Support the development of regional goods movement planning, strategy, and implementation.
- Actively monitor and assist in the delivery of project funding, produce and distribute project monitoring status reports.
- 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 and policy development including:
 - Regional Transportation Planning Agency (RTPA) Group
 - Transportation Coordination Committee (TCC)
 - Northern California Trade Corridors Coalition (NCTCC)
 - California State Rail Plan Stakeholders Advisory Group
- Support future efforts to improve delivery and increase funding of statewide programs.
- Track, monitor, and comment on various statewide efforts, such as the California State Rail Plan and Statewide Needs Assessment.

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.
- Senate Bill 1 (Chapter 5, Statutes of 2017) increases various transportation-related taxes and fees to augment funding for new and existing transportation

programs. Certain revenues are distributed via formula, such as Local Streets and Roads and Local Partnership Program formula funds. Other funds are placed in competitive programs, including the Solutions for Congested Corridors (SCC) program, Trade Corridor Enhancement Program (TCEP), Transit and Intercity Rail Capital Program (TIRCP, also funded through Cap and Trade), and Local Partnership Program competitive funding. The guidelines for these programs are administered through the California Transportation Commission, California State Transportation Agency, and/or the California Department of Transportation.

- The FY2018-19 State budget proposes substantial funding in statewide Cap and Trade funding across various transportation program categories. Additionally, the Legislature also enacted a trailer bill, Senate Bill 862, providing a long-term funding framework by allocating percentages of future funds across similar program categories, including the Low Carbon Transit Operations Program (LCTOP) which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. As the MPO, MTC is responsible for programming the population-based funds under this program. MTC also helps coordinate High Speed Rail efforts within the Bay Area.
- MTC has created a web-enabled fund tracking database known as the Fund Management System (FMS), which is used to monitor STIP and ATP projects as well as to process STIP and ATP projects in the Transportation Improvement Program (TIP). MTC plans to further enhance FMS based on changes in law and program deadlines and business rules including reporting capabilities for the Active Transportation Program, and incorporating federally required performance measures in the FTIP.

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

- Development, implementation and delivery of the 2018 STIP (Ongoing)
- Quarterly meetings with Caltrans District staff on project delivery of

- regionally significant highway projects.
- Semi-annual meetings with the Northern California Trade Corridors Coalition on Proposition 1B Trade Corridors Improvement Fund (TCIF) projects, SB 1 Trade Corridor Enhancement Program (TCEP), and other freight-related funding programs and planning efforts.
- Programming and monitoring of Proposition 1B funds (including Transit, Security and Trade corridors).
- Guidelines development, programming, and implementation of various Senate Bill 1 (SB 1) programs and projects.
- Participation in various statewide funding, programming, and delivery committees and groups
- Guidelines development, programming, and implementation of Cycles 1 through 4 of the Active Transportation Program
- Meetings of the Regional Advance Mitigation Planning (RAMP) Program Technical Advisory Committee (TAC) to develop a framework for RAMP implementation in the Bay Area and pilot programs.
- Adoption of Regional Goods Movement Investment Strategy (January 2017)
- Adoption of regional Cap and Trade framework to guide programming and prioritization of Cap and Trade funds over the *Plan Bay Area 2040* timeframe and a distribution framework for the programming of LCTOP funds.
- Release of enhancements to Fund Management System including new monitoring feature to more accurately track federal obligations.
- Maintain and enhance Fund Management System (FMS)

Work Products

- Monthly project status reports for STIP delivery:
<http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
- 2018 RTIP Policies:
https://mtc.ca.gov/sites/default/files/Res_4308_RTIP_Policies_Final.pdf
- 2018 RTIP Programming:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=3288805&GUID=130B0650-B28B-499E-9DB7-A8EC798CF341&Options=&Search=>
- STIP Amendments and Extensions: <http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and>
- Cycles 1-3 Regional Active Transportation Program: <https://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation> -
- Cycle 3 Augmentation Regional Active Transportation Program:
https://mtc.ca.gov/sites/default/files/2017_rATPAug_Final_Submission.pdf
- SB 1 Local Partnership Program Formula Share – MTC/BATA Programming:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=3288806&GUID=A912DCC1-A583-49BD-A70F-1679032AFF97&Options=&Search=>
- Updated and enhanced fund management and project tracking database (FMS):
<http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
- Cap and Trade Framework:
http://mtc.ca.gov/sites/default/files/Cap_and_Trade_Fact_Sheet_0.pdf
- Caltrain Electrification Funding Agreement
- Program of Projects for FY 16 LCTOP

Work Element 1518: FTA Elderly & Disabled/New Freedom Programming

A. Project Description

Objectives: 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.

Description: Caltrans is the designated recipient of 5310 funds, but entered into a memorandum of understanding with MTC to jointly administer the FY2015, FY2016 and FY2017 program. 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.

The FTA Section 5317 New Freedom Program, authorized under SAFETEA-LU, provided grants for new capital and operational projects aimed at reducing, beyond the requirements of the Americans with Disabilities Act of 1990, transportation barriers faced by individuals with disabilities. In its role as the designated recipient of FTA Section 5317 New Freedom funds for the Bay Area's large urbanized areas, MTC conducted and programmed 5 Cycles of New Freedom grants. When the Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted, the FTA Section 5317 New Freedom program was repealed and merged into the Section 5310 program. Activities formerly eligible under the New Freedom Program are now eligible under Section 5310. MTC continues to perform regular program oversight functions for Cycles 1-5.

B. Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

C. Previous Accomplishments

- Objectives**
- Same as above

- Accomplishments**
- Prepared program guidelines for each 5310 funding cycle
 - Conduct Calls for Projects and project selection process for 5310 Large UZAs
 - Prepare 5310 Large UZA programs of projects and Small UZA/Rural Area regional priority lists
 - Prepare and maintain New Freedom subrecipient funding agreements
- Work Products**
- New Freedom Cycle 5 Guidelines and Program of Projects (MTC Resolution Nos. [4116](#) and [4135](#))
 - Most recent FTA Section 5310 Guidelines and Program of Projects (MTC Resolution Nos. [4266](#) and [4269](#))

D. Work Plan (FY 2018-19)

Task No.	Task Description	Work Products	Start Date	End Date
1	Submit reports and documents to FTA as required	<ul style="list-style-type: none"> ▪ FTA Quarterly Reports ▪ FTA Annual Service Report 	July 2018	June 2019
2	For incomplete New Freedom Cycles 1 - 5 projects, monitor subrecipients' compliance with federal requirements as applicable	Monitoring reports prepared as required	July 2018	June 2019
3	Support implementation of FTA 5310 FY 15,16, 17 Program	FTA 5310 FY 15,16, 17 Program of Projects	July 2018	June 2019

E. Anticipated Future Activities (FY 2019-20)

- Anticipated Future Activities**
- Monitor ongoing Cycle 1, 2, 3, 4 and 5 New Freedom Projects
 - Provide technical support and assistance to project sponsors,
 - For ongoing New Freedom projects (if any), review and approve subrecipient invoices and quarterly reports, and monitor subrecipients' compliance with federal requirements
 - Submit reports and other documentation to FTA and Caltrans as required
 - Commence development of next 5310 cycle

Work Element 1150: Agency Management

Objective

This subcategory provides for agency management, including financial management, administrative services and other services such as information technology, building maintenance, graphics and library support.

Major Tasks

- **Financial Management**
- **Administration and Facilities Services**
- **Graphic Services**
- **Information Technology Services**

No CPG funds used

Work Element 1152: Financial Management
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Description

To maintain and operate MTC's accounting and financial reporting system in such a manner as to establish adequate internal controls, ensure that obligations are properly recorded and paid, assure compliance with statutory requirements, and provide timely, pertinent, and accurate financial information. Financial management includes maintaining accounting records in such a way as to be accurate and in strict accordance with Generally Accepted Accounting Principles (GAAP), Governmental Accounting Standards Board (GASB), and 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements (Uniform Guidance) for Federal Awards as well as with the accounting policies and procedures established by the Commission. Also, confirm financial management through an annual independent audit. Respond to the audit committee during auditor presentation of annual audit results.

Ongoing tasks: Direct and coordinate annual agency budget preparation, implementation and monitoring

- Conduct contract compliance annual audits per Uniform Guidance standards
- Conduct annual audit of MTC’s and ABAG’s financial records in accordance with GAAP, GASB and Uniform Guidance
- Maintain financial records in accordance with GAAP, GASB and Uniform Guidance standards
- Finance provides the accounting, budgeting, measuring functions for the financial transactions and the general internal controls necessary to administer the OWP as well as to provide for all audit requirements
- OWP preparation including new SB1 fund sources, monitoring, coordinate quarterly progress reports
- Investment reports
- Administering the general internal controls necessary to meet audit requirements
- Financial Statement preparation and monitoring
- Grant application and management
- Invoice funding sources for grants
- Continuation of conversion of ABAG’s financial system over to MTC’s financial system
- Administer and monitor the agency budgets
- Produce quarterly progress reports to Caltrans
- Select audit firm for annual audits for MTC and ABAG
- Conduct third party audits as needed
- Implement 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance)

Products	Estimated Completion Date
Operating and Capital Budgets	Jul-18
Financial Reports	Monthly
Financial Summaries	Monthly
Requisitions to Funding Sources	Monthly or as required
Quarterly Progress Reports	Quarterly
Annual Independent Audit	Fall 2018
Investment Reports	Monthly
OWP	May-18
Compliance Audits	As required

Included as part of ICAP

<p>Work Element 1153: Administration and Facilities Services</p>

Description

MTC’s Administration and Facilities Services (AFS) Section provides various support services to MTC staff, including human resource, contracting & procurement, facilities management, and general office services support.

Ongoing tasks:

- Development and administration of all human resources programs and projects including recruitment, employment administration, organizational development and succession, compensation management, staff development and training, employee benefits program design and administration, wellness and safety program oversight, summer intern program administration, employment compliance monitoring, and agency policy administration.
- Purchasing, procurement and contract management services including the administration and monitoring of the agency’s DBE, SBE and Title VI program and compliance.
- Business operations support including copying and mail services, janitorial and security vendor management, general services support, workspace planning, furniture and fixture upkeep, employee and agency parking facilities oversight, and fleet vehicle management.
- Management of agency business insurance program.
- Oversight of agency reception area.
- Provide management and staff services to 375 Beale Condominium Corporation

Products

Estimated Completion Date

Administrative Policies and Procedures	Ongoing
Contracts, Purchase Orders and Agreements	Ongoing
Recruitment and Employment Administration	Ongoing
Organizational Development and Compensation Administration	Ongoing
Employee Benefits Program Administration	Ongoing
Summer High School Intern Programs	June – September 2018
Compliance Monitoring (all programs)	Ongoing
General Services Support	Ongoing
Facilities Administration	Ongoing
Annual submittal of Caltrans form 9-B	July 2018
DBE Semi- annual Progress Reports	October 2018/April 2019
Business Insurance Renewal	April 2019

*** Included as part of ICAP**

Work Element 1154: Graphics Services

Description

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

Ongoing tasks:

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

Products

Website maintenance
Other graphics products

Estimated Completion Date

Daily
As required

*** Included as part of ICAP**

Work Element 1161: Information Technology Services

Description

Provide ongoing strategy, operation, maintenance and enhancement of computer, communication and information systems as an essential support function to enable MTC to accomplish its objectives. This task includes support and training for all MTC staff, on-going evaluation of developments in information technology, and development of implementation plans to incorporate new elements as required.

Acquisition, implementation and maintenance of new information technology systems, software, and services are another important support task. This includes development of applications that support business. Functions include upgrading the hardware and software underlying the Web site, and installing more sophisticated systems to manage the Web-based information more effectively.

Ongoing tasks:

- Operation, maintenance and upgrade of desktop computers, network, information systems and other communication devices.
- Network security assessment and remediation
- Coordinate information technology planning and services with ABAG including GIS, network security, and disaster recovery, among others
- Audio/Visual and Multimedia support including Webcast of Commission and committee meetings
- Records management policy implementation
- Application development and customization for business systems

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

Major Products to be delivered in FY 2018-19	Estimated Completion Dates
Annual Report to Sacramento delegation	Winter 2018
Annual Report to Congressional Delegation	Winter 2018

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 2018
Winter 2018

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 2018
Winter 2018

Not funded through the OWP process

Work Element 1230: Highway and Arterial System Management

Objectives

MTC improves the overall efficiency of freeway and arterial routes through its MTC SAFE call box and FSP, freeway performance, incident management, and arterial operations programs. MTC works in close collaboration and partnership with Caltrans District 4 and Headquarters, the owner and operator of the State Highway System, to improve and better manage highway operations, improvements and maintenance as well as monitoring and performance.

Major Tasks

- **SAFE Regional Freeway Assist System**
- **SAFE Freeway Service Patrol (FSP)**

Major Products To Be delivered in FY 2018-19	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
 - Continue to implement Freeway Assist service using the 511 phone system
 - Modify call box system to increase spacing on the bridges and to standardize the call box signs to a similar size on the bridges and rural areas.

Products

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

Estimated Completion Date

Monthly
Monthly
Quarterly

No CPG funds used

Work Element 6032: SAFE Freeway Service Patrol (FSP)

Description

MTC, CHP and Caltrans initiated FSP service in late August 1992 on one beat covering 10 miles of congested freeway with three trucks. Since that time, service has been expanded to 77 trucks covering approximately 440 centerline miles of freeway. Each month, these roving trucks provide over 9,000 assists which including removing debris, providing free gas, and quick mechanical fixes to disabled vehicles.

Ongoing tasks:

- Administer contracts with private tow contractors
- Analyze performance data to ensure program resources are allocated efficiently
- Provide temporary service in construction zones on major freeway projects as requested by the State
- Evaluate existing communication system including fleet management equipment and radio system to develop a strategic plan for system replacement
- Develop program budget and assure proper revenue and expenditure tracking

Products

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**
- **Implement the Regional Express Lanes Network**
- **Express Lanes - Operating**

Major Products To Be delivered in FY 2018-19	Estimated Completion Dates
Program Project Monitoring report	Monthly
Annual Toll Bridge Report to the Legislature	Fall 2018
Audit of toll revenues and expenditures	Fall 2018

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 (RCSC) with the Golden Gate Bridge, Highway and Transportation District (GGBHTD). A major software upgrade was completed in 2014 and the RCSC was relocated to MTC's new Bay Area Metro center in 2016. The RCSC currently processes transactions for BATA, GGBHTD, the San Francisco Airport and regional Express Lanes including BAIFA's new Express Lane on I-680 from San Ramon to Walnut Creek.

In 2005, BATA began its operations and maintenance oversight of the Caltrans installed toll collection system at the seven state-owned toll bridges. In 2013, BATA completed a system upgrade utilizing new toll equipment and software. BATA staff maintain the data network which transfers information from in-lane equipment to intermediate server room locations and then on to MTC's location in San Francisco.

Additionally, BATA provides funding for manual toll collection provided by Caltrans Staff.

Ongoing tasks:

- Administer contract for the operation of the Regional Customer Service Center
- Manage and operate the Regional Customer Service Center
- Process violations for the BAIFA Express Lanes at the Regional Customer Service Center
- Administer contract for operations and maintenance of toll equipment at the seven state-owned bridges
- Plan for upgrade of toll collection equipment to support new tolling system protocol in 2019
- Toll Collection Strategic Plan, including investigating new toll collection methods
- Manage BATA network infrastructure
- Manage manual toll collection budget with Caltrans staff

Products

Estimated Completion Date

Bay Area Toll Bridge Program FY 2018-19 Budget	July 2018
Regular maintenance of ATCAS toll system	Ongoing
Violation processing at the RCSC	Ongoing
Toll Tag Distribution	Ongoing

Not funded by CPG Grant

Work Element 1253: BATA Administration

Description

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

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

Ongoing tasks:

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

Products

Financial planning and policy documents

Estimated Completion Date

As required

*** Included as part of ICAP**

Work Element 1254: BATA Finance

Description

The effective and prudent administration and investment of funds held in the Bay Area Toll Account for all toll bridge and toll-funded public transportation purposes

Ongoing tasks:

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

Products

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

Estimated Completion Date

Monthly
Annually
Monthly
Monthly
Annually

Not funded by CPG Grant

Work Element 1255: Regional Measure 2

Description

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

The Bay Area Toll Authority (BATA) is responsible for the collection of the bridge tolls and MTC is responsible for administering the Regional Measure 2 program. BATA's Long Range Plan was updated in December 2006 to incorporate the Regional Measure 2 projects. MTC annually adopts an RM2 Operating Program which identifies routes that will be funded with RM2 operating funds.

In 2013, a Delivery Strategy program was undertaken to address RM2 capital projects that have experienced delivery challenges. Project sponsors submitted plans for delivering a usable segment, and through 2014 staff worked with the Commission to address these plans, which in some cases included shifting funds to other eligible projects through a public hearing process in May 2014. Monitoring of these projects will continue through FY19.

Ongoing tasks:

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

Products	Estimated Completion Date
Project and Program Allocations	As required
Capital Program Progress Report to Commission http://mtc.legistar.com/gateway.aspx?m=l&id=/matter.aspx?key=17145	Semi-Annual / Annual
Operating Program Performance Review http://mtc.legistar.com/gateway.aspx?m=l&id=/matter.aspx?key=16818	Annual
Adoption of Annual Operating Program http://mtc.legistar.com/gateway.aspx?M=F&ID=6dfe24ce-6702-4720-b77e-d45b714f0518.pdf	Annual

Not funded by CPG Grant

Work Element 6840: Implement the Regional Express Lanes Network

A. Project Description

Description

- Plan Bay Area, the region's long range transportation plan, includes a 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.
- The regional network builds on express lane projects authorized explicitly and already in operations in Alameda and Santa Clara counties.
- In 2011, the CTC found MTC eligible to implement an express lane network on portions of Ala/CC/Sol-80, Ala-880, CC-680, SR-92 and SR-84.
- In 2013, MTC delegated its authority to implement and operate express lanes to the Bay Area Infrastructure Financing Authority (BAIFA), a joint powers authority between MTC and the Bay Area Toll Authority (BATA).
- BAIFA coordinates with BATA, Caltrans, CHP and CMAAs on express lanes.
- Project development and construction is 100% locally funded.
- In support of the California Planning Emphasis Areas, BAIFA follows a rigorous performance management process for the delivery of its express lanes including ongoing schedule, risk and change management analysis to deliver quality projects as quickly and cost-effectively as possible. BAIFA reports program progress to the public on a quarterly basis.

B. Accomplishments

Objectives

Deliver express lanes under MTC's statutory authority.

Accomplishments

Recent accomplishments include:

- I-680 Northern Segment environmental documents approved by Caltrans (December 2016)
- I-880 final PS&E documents approved by Caltrans (March 2017)
- Civil construction of CC-680 Southern Segment completed (May 2017)
- Regional Operations Center buildout completed (May 2017)
- I-680 Northern Segment PS&E documents 95% completed (May 2017)
- Backhaul fiber optic communications installation between San Ramon and Martinez completed (June 2017)
- BAIFA's Express Lane Expenditure Plan amended (June 2017)
- I-880 civil construction contract awarded (July 2017) and notice to proceed issued (September 2017)
- I-80 PS&E documents 95% completed (August 2017)
- I-680 Southern Segment toll system equipment installed and testing milestones completed (2016-2017), culminating in opening on October 9, 2017
- Public outreach campaign to support opening executed (July-December 2017)

- I-680 Northern Segment final PS&E documents completed (October 2017)
- New Express Lanes Program Advisor contract awarded (January 2018)
- I-80 final PS&E documents completed (est. April 2018)

Work Products

- Procurements and resulting contracts
- PA/ED Documents
- PS&E Documents
- Functioning toll system
- Completed civil improvements
- Public outreach materials
- BAIFA Committee memos, presentations, etc.

C. Work Plan (FY 2018-19) *

Work will continue conversion of existing HOV lanes to express lanes.

Task	Task Description	Work Products	Start Date	End Date
1	Perform program management for BAIFA's Express Lanes such as: <ul style="list-style-type: none"> ▪ Organizational/Staffing Analysis ▪ Financial Analysis ▪ Schedule Analysis ▪ Risk Analysis ▪ Change Management ▪ Partner agency coordination ▪ Toll policy coordination, etc. 	<ul style="list-style-type: none"> ▪ Technical memos or reports ▪ Project Schedules ▪ Risk Registers ▪ Change Control Documents ▪ Quarterly Reports 	7/1/18	6/30/19
2	Perform public outreach and education for project delivery.	<ul style="list-style-type: none"> ▪ Website ▪ Research ▪ Outreach plans ▪ Materials ▪ Media buys 	7/1/18	6/30/19
3	Manage civil and backhaul communications construction for Ala-880.	<ul style="list-style-type: none"> ▪ Civil improvements ▪ Fiber optic cable network 	7/1/18	6/30/19
4	Manage toll system installation and testing on Ala-880.	<ul style="list-style-type: none"> ▪ Toll system improvements ▪ Testing results 	7/1/18	6/30/19
5	Coordinate with BATA on toll system testing and future technology.	<ul style="list-style-type: none"> ▪ Technical memos and various other materials 	7/1/18	6/30/19
6	Manage civil construction for CC-680 Northern Segment.	<ul style="list-style-type: none"> ▪ Civil improvements 	7/1/18	6/30/19
		<ul style="list-style-type: none"> ▪ 		
8	Procure and award civil construction contract for Sol-80 (if funding materializes).	<ul style="list-style-type: none"> ▪ Procurement documents ▪ Contract 	7/1/18	6/30/19
9	Coordinate with CMAs, Caltrans and CHP on planning of express lanes (ESC, PIWG, other meetings).	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Meeting agendas and notes 	7/1/18	6/30/19

10	Prepare program delivery items for BAIFA policy board review and approval.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Meeting agendas and notes 	7/1/18	6/30/19
11	Attend and present on express lanes delivery at meetings of transportation agencies, local jurisdictions and others as requested.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Meeting agendas and notes 	7/1/18	6/30/19

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

D. Anticipated Future Activities (FY 2019-20)

- Anticipated Future Activities**
- Continue coordination with Caltrans, CHP and CMAs on project planning, development and implementation.
 - Continue civil and toll system project development according to phasing priorities established by BAIFA for Ala-880, CC-680 Northern Segment and Sol-80.
 - Explore opportunities to leverage technology to improve occupancy enforcement
 - Pursue project development activities for gap closure segments.

Not Funded by CPG Grant

Work Element 6860: Express Lanes - Operating

A. Project Description

Description

- Plan Bay Area, the region's long range transportation plan, includes a 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.
- The regional network builds on express lane projects authorized explicitly and already in operations in Alameda and Santa Clara counties.
- In 2011, the CTC found MTC eligible to implement an express lane network on portions of Ala/CC/Sol-80, Ala-880, CC-680, SR-92 and SR-84.
- In 2013, MTC delegated its authority to implement and operate express lanes to the Bay Area Infrastructure Financing Authority (BAIFA), a joint powers authority between MTC and the Bay Area Toll Authority (BATA).
- BAIFA coordinates with BATA, Caltrans and CHP on express lane operations.
- Operations is 100% locally funded.
- In support of the California Planning Emphasis Areas, BAIFA follows a rigorous performance management process to ensure its express lanes are safe, reliable and help mitigate congestion. BAIFA conducts on-going performance monitoring to make sure the lanes meet federal performance standards. At a minimum, BAIFA reports express lane performance data to the public on a quarterly basis, and will publish a Before/After Study.

B. Accomplishments

Objectives

Operate express lanes under MTC's statutory authority.

Accomplishments

Recent accomplishments include:

- Executed a contract for express lane operations services stationed in the Regional Operations Center (April 2016).
- Executed a contract for express lanes highway maintenance (May 2017).
- Adopted a toll ordinance governing BAIFA express lanes (July 2016).
- Executed an agreement with CHP to perform HOV occupancy enforcement (March 2017).
- Conducted 'go live' operations exercises prior to launching the I-680 Contra Costa Express Lanes to test roles, responsibilities and standard operating procedures (June 2017).
- Performed public outreach about how to use the lanes (July 2017 to present).
- Opened the I-680 Contra Costa Express Lanes to traffic (October 9, 2017).
- Monitored and reported on express lanes performance (October 2017 to present)

Work Products

- Concept of Operations updates

- Requests For Proposals (RFPs) and resulting contracts
- Toll ordinance updates
- Standard operating procedures
- Website updates (expresslanes.511.org)
- Performance reports
- BAIFA Committee memos, presentations, etc.

C. Work Plan (FY 2018-19) *

Work will continue operations and maintenance of express lanes.

Task	Task Description	Work Products	Start Date	End Date
1	Operate and maintain the I-680 Contra Costa Express Lanes.	<ul style="list-style-type: none"> ▪ Standard Operating Procedures ▪ Maintenance logs 	7/1/18	6/30/19
2	Perform public outreach and education to support operations.	<ul style="list-style-type: none"> ▪ Website ▪ Research ▪ Outreach plans ▪ Materials ▪ Media buys 	7/1/18	6/30/19
3	Coordinate with Caltrans and CHP on maintenance, incident management and enforcement.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Meeting agendas and notes 	7/1/18	6/30/19
4	Update the Concept of Operations.	<ul style="list-style-type: none"> ▪ ConOps document 	7/1/18	6/30/19
5	Prepare operations-related items for BAIFA policy board review and approval.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Meeting agendas and notes 	7/1/18	6/30/19
6	Attend and present on express lanes operations at meetings of transportation agencies, local jurisdictions and others as requested	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Meeting agendas and notes 	7/1/18	6/30/19

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

D. Anticipated Future Activities (FY 2019-20)

- Anticipated Future Activities**
- Operate the I-680 Contra Costa Express Lanes, monitor performance and respond to issues in coordination with CT and CHP, as needed.
 - Perform public outreach to educate the public on how to use the lanes and encourage use of FasTrak and FasTrak Flex toll tags.
 - Respond to requests from the public and the media about the express lanes
 - Coordinate HOV occupancy enforcement by CHP

Not Funded by CPG Grant

BUDGET SUMMARY

FY 2018-19

FY 18/19 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	994,678	644,205	325,951	0	24,522
1113 Support the Partnership Board	872,116	562,821	284,773	0	24,522
1114 Support Policy Advisory Council	122,563	81,384	41,178	0	0
1120 Planning Emphasis Areas	24,236,061	9,117,488	4,613,217	359,400	10,145,958
1121 Regional Transportation Plan/Sustainable Communities	3,727,931	1,350,775	683,458	0	1,693,698
1122 Analyze Regional Data Using GIS and Planning Models	6,002,050	2,328,093	1,177,956	45,000	2,451,001
1124 Regional Goods Movement	525,966	100,531	50,866	0	374,569
1125 Active Transportation Planning	627,241	225,636	114,166	0	287,438
1126 A Resilient Transportation System for Safe and Sustainable Communities	784,887	39,015	19,741	0	726,132
1127 Regional Trails	1,388,379	770,498	389,852	0	228,029
1128 Resilience and Hazards Planning	677,388	158,959	80,429	0	438,000
1129 Regional Research and Economic Analysis	2,415,602	1,093,791	553,430	168,381	600,000
1212 Performance Measurement and Monitoring	676,706	176,435	89,272	0	411,000
1311 Access and Mobility Planning	883,611	0	0	0	883,611
1312 Support Title VI and Environmental Justice	34,826	23,125	11,701	0	0
1412 Transportation Conformity and Air Quality Planning	324,492	215,470	109,022	0	0
1415 East Palo Alto & Dumbarton Bridge Resilience Study	300,000	0	0	0	300,000
1612 BARC Regional Climate Mitigation and Adaptation Planning	696,740	382,968	193,772	0	120,000
1613 Accelerating Implementation of Local & Reg.Resilience	507,950	11,719	5,930	0	490,302
1615 Connecting Housing and Transportation	4,155,125	2,102,909	1,064,018	146,019	842,178
1616 Regional Advance Mitigation Program (RAMP)	134,826	23,125	11,701	0	100,000
1617 Technical Assistance Strategic Planning	372,341	114,438	57,903	0	200,000
1130 Legislation and Public Affairs	7,239,169	2,936,543	1,485,816	161,700	2,655,110
1112 Implement Public Information Program and Tribal Government Coordination	6,837,513	2,669,835	1,350,868	161,700	2,655,110
1156 Library Services	401,656	266,708	134,948	0	0
1510 Support Regional Transportation Investments	4,703,828	2,004,285	1,014,117	14,000	1,671,427
1511 Conduct Financial Analysis and Planning	559,677	371,638	188,039	0	0
1512 Federal, Programming, Monitoring and TIP Management	2,175,156	1,435,055	726,101	14,000	0
1517 Transit Sustainability/Planning	1,968,995	197,591	99,976	0	1,671,427
Total Planning Funds	37,173,737	14,702,520	7,439,101	535,100	14,497,017
Grants					
1120 Planning Emphasis Areas	31,954,371	847,844	428,987	0	30,677,540
1310 Lifeline Transportation Program	554,638	368,292	186,346	0	0
1413 Climate Initiative	12,258,057	171,356	86,702	0	12,000,000
1611 Priority Development Area (PDA) Planning and Implementation	16,781,676	292,618	148,057	0	16,341,000
1618 Affordable Mobility Pilot Program	2,360,000	15,578	7,882	0	2,336,540
1220 Traveler Coordination and Info Systems	20,518,981	1,782,222	901,759	121,000	17,714,000
1222 Regional Carpool Program and Commuter Benefits Program	3,308,559	211,530	107,029	0	2,990,000
1223 Support Transportation Managements System Program	8,951,411	263,226	133,186	0	8,555,000
1224 Implement Regional Traveler Information Services	8,259,011	1,307,466	661,544	121,000	6,169,000
1230 Highway and Arterial System Management	54,147,777	2,897,643	1,466,134	51,000	49,733,000
1234 Arterial and Transit Management	12,951,100	474,842	240,258	15,000	12,221,000
1235 Implement Incident Management Program	16,610,248	486,229	246,019	16,000	15,862,000
1237 Freeway Performance Program	21,431,752	1,515,133	766,619	0	19,150,000
1238 Technology-Based Operations & Mobility	3,154,677	421,440	213,238	20,000	2,500,000
1510 Support Regional Transportation Investments	7,293,337	1,946,230	984,743	37,000	4,325,365
1233 Transportation Asset Management (TAM) Program	4,983,663	680,953	344,545	37,000	3,921,165
1514 Regional Assistance Programs & Project Reviews	719,896	333,934	168,962	0	217,000
1515 State Programming, Monitoring and STIP Development	1,589,778	931,342	471,235	0	187,200
Total Grants	113,914,467	7,473,939	3,781,622	209,000	102,449,905
Administration					
1150 Agency Management	1,861,000	0	0	0	1,861,000
1152 Financial Management	470,000	0	0	0	470,000
1153 Administrative services	726,000	0	0	0	726,000
1161 Information Technology Services	665,000	0	0	0	665,000
Total Administration	1,861,000	0	0	0	1,861,000
TOTAL MTC BUDGET	152,949,204	22,176,459	11,220,723	744,100	118,807,922
1130 Legislation and Public Affairs	1,491,282	634,328	320,954	0	536,000
1230 Highway and Arterial System Management-SAFE	517,238	0	517,238	0	0
1250 Bay Area Toll Authority	5,870,087	0	5,870,087	0	0
Total not federally funded	7,878,608	634,328	6,708,280	0	536,000
MTC Total Expenditures for OWP Purposes	160,827,812	22,810,787	17,929,003	744,100	119,343,922
BCDC Regional Planning	270,489	0	0	0	270,489
Total Expenditures for OWP Purposes	161,098,300	22,810,787	17,929,003	744,100	119,614,411

FY 18/19 Total Overall Work Program Direct Services Project Revenue Estimates (FINAL)

	Total Budget	FHWA PL (1) fy'19		FTA 5303 (2) fy'19	Estimated (3)	Estimated (4)	Estimated	Estimated	BB 1 Allocated Fund	Estimated SB1		Estimated SB1	CARB/EPA/FEM/Coastal Conservation		General	Local	
		Revenue	Incl. T.C. Match	Incl. T.C. Match	FHWA FY'18 C/O	FTA 5303 FY'18 C/O	FTA 5304 FY'18 C/O	SP&R FY'18 C/O	FY'19	Allocated FY'18 C/O	STP PL	Awarded Grant C/O	FTA/JARC	CMAQ/STP	Fund	Funds	
Planning Funds																	
1110 Commission and Advisory Committees	994,678	251,000	81,000	24,522	0	0	0	0	0	0	0	0	0	0	0	638,156	0
1113 Support the Partnerships Board	872,116	250,000	80,000	24,522	0	0	0	0	0	0	0	0	0	0	0	517,594	0
1114 Support Policy Advisory Council	122,563	1,000	1,000	0	0	0	0	0	0	0	0	0	0	0	0	120,563	0
1120 Planning - Emphasis Areas	24,236,061	4,621,204	1,451,724	1,258,410	165,982	741,657	220,569	1,956,140	1,789,563	1,890,350	507,950	596,558	790,000	5,354,045	2,891,010		
1121 Regional Transportation Plan/Sustainable Communities	3,727,931	600,000	100,000	145,558	0	0	0	428,385	398,140	802,295	0	0	0	903,553	350,000		
1122 Analyze Regional Data Using GIS and Planning Models	6,002,050	1,326,878	750,000	742,019	165,982	0	0	494,921	146,000	879,033	0	0	0	1,045,717	451,500		
1124 Regional Goods Movement	525,966	0	0	0	0	0	220,569	1,000	44,000	0	0	0	0	194,397	66,000		
1125 Active Transportation Planning	627,241	30,000	10,000	61,438	0	0	0	30,000	81,000	0	0	0	105,000	309,803	0		
1126 A Resilient Transportation System for Safe and Sustainable Com	784,887	0	0	0	0	741,657	0	0	0	0	0	0	0	0	43,230		
1127 Regional Trails	1,388,379	100,000	137,865	208,029	0	0	0	0	0	0	0	185,000	0	34,324	723,421		
1128 Resilience and Hazards Planning	677,389	1,000	1,000	0	0	0	0	89,530	238,000	0	0	300,000	0	47,858	0		
1129 Regional Research and Economic Analysis	2,415,602	1,275,000	225,000	0	0	0	0	0	0	0	0	0	0	915,602	0		
1212 Performance Measurement and Monitoring	676,706	5,000	1,000	0	0	0	0	5,000	86,000	0	0	0	0	579,706	0		
1311 Access and Mobility Planning	883,611	0	0	100,611	0	0	0	0	0	0	0	60,000	0	10,000	713,000		
1312 Support Title VI and Environmental Justice	34,826	0	0	0	0	0	0	0	0	0	0	0	0	34,826	0		
1412 Transportation Conformity and Air Quality Planning	324,492	50,000	5,000	0	0	0	0	0	0	0	0	0	0	269,492	0		
1415 East Palo Alto & Dumbarton Bridge Resilience Study	300,000	0	0	0	0	0	0	0	0	0	200,000	0	0	0	100,000		
1612 BARC Regional Climate Mitigation and Adaptation Planning	696,740	0	0	0	0	0	0	0	0	209,022	0	0	0	243,859	243,859		
1613 Accelerating Implementation of Local & Reg Resilience	507,950	0	0	0	0	0	0	0	0	0	307,950	0	0	0	200,000		
1615 Connecting Housing and Transportation	4,155,125	1,231,368	220,119	755	0	0	0	772,509	646,423	0	0	236,558	500,000	547,435	0		
1616 Regional Advance Mitigation Program (RAMP)	134,826	1,000	1,000	0	0	0	0	45,265	50,000	0	0	0	0	37,561	0		
1617 Technical Assistance Strategic Planning	372,341	1,000	1,000	0	0	0	0	89,530	100,000	0	0	0	0	180,811	0		
1130 Legislation and Public Affairs	7,239,169	2,520,000	1,013,694	1,250,110	0	0	0	0	0	0	0	0	200,000	1,672,865	582,500		
1112 Implement Public Information Program and Tribal Government Co	6,837,513	2,400,000	1,003,694	1,250,110	0	0	0	0	0	0	0	0	0	200,000	1,401,209	582,500	
1156 Library Services	401,656	120,000	10,000	0	0	0	0	0	0	0	0	0	0	271,656	0		
1510 Support Regional Transportation Investments	4,703,828	750,000	891,000	0	450,427	0	0	0	137,000	0	0	0	0	2,151,401	324,000		
1511 Conduct Financial Analysis and Planning	559,677	150,000	30,000	0	0	0	0	0	0	0	0	0	0	379,677	0		
1512 Federal, Programming, Monitoring and TIP Management	2,175,156	600,000	250,000	0	0	0	0	0	0	0	0	0	0	1,325,156	0		
1517 Transit Sustainability/Planning	1,368,995	0	611,000	0	450,427	0	0	0	137,000	0	0	0	0	446,568	324,000		
Total Planning Funds	37,173,737	8,142,204	3,437,418	2,533,042	616,409	741,657	220,569	1,956,140	1,926,563	1,890,350	507,950	596,558	990,000	9,817,367	3,797,510		
Grants																	
1120 Planning - Emphasis Areas	31,954,371	0	0	0	0	0	0	150,000	370,000	7,646,000	0	2,537,746	20,300,000	950,625	0		
1310 Lifeline Transportation Program	554,638	0	0	0	0	0	0	0	287,746	0	0	0	0	266,892	0		
1413 Climate Initiatives	12,258,057	0	0	0	0	0	0	0	0	0	0	0	12,000,000	258,057	0		
1611 Priority Development Area (PDA) Planning and Implementation	16,781,676	0	0	0	0	0	0	150,000	370,000	7,646,000	0	0	8,300,000	315,676	0		
1618 Affordable Mobility Pilot Program	2,360,000	0	0	0	0	0	0	0	0	0	0	2,250,000	0	110,000	0		
1220 Traveler Coordination and Information Systems	20,518,981	0	0	0	0	0	0	0	0	0	0	0	19,068,981	0	1,450,000		
1222 Regional Carpool Program and Commuter Benefits Program	3,308,559	0	0	0	0	0	0	0	0	0	0	0	2,308,559	0	1,000,000		
1223 Support Transportation Managements System Program	8,951,411	0	0	0	0	0	0	0	0	0	0	0	8,801,411	0	150,000		
1224 Implement Regional Traveler Information Services	8,259,011	0	0	0	0	0	0	0	0	0	0	0	7,959,011	0	300,000		
1230 Highway and Arterial System Management	54,147,777	0	0	0	0	0	0	0	0	0	0	0	49,805,777	0	4,342,000		
1234 Arterial and Transit Management	12,951,100	0	0	0	0	0	0	0	0	0	0	0	0	12,951,100	0		
1235 Implement Incident Management Program	16,610,248	0	0	0	0	0	0	0	0	0	0	0	16,168,248	0	442,000		
1237 Freeway Performance Program	21,431,752	0	0	0	0	0	0	0	0	0	0	0	17,531,752	0	3,900,000		
1238 Technology-Based Operations & Mobility	3,154,677	0	0	0	0	0	0	0	0	0	0	0	3,154,677	0			
1510 Support Regional Transportation Investments	7,293,337	0	0	0	0	0	0	0	0	0	0	0	1,900,000	2,996,455	2,396,883		
1233 Transportation Asset Management (TAM) Program	4,983,663	0	0	0	0	0	0	0	0	0	0	0	1,900,000	1,308,663	1,775,000		
1514 Regional Assistance Programs & Project Reviews	719,896	0	0	0	0	0	0	0	0	0	0	0	0	629,896	90,000		
1515 State Programming, Monitoring and STIP Development	1,589,778	0	0	0	0	0	0	0	0	0	0	0	0	1,057,895	531,883		
Total Grants	113,914,467	0	0	0	0	0	0	150,000	370,000	7,646,000	0	2,537,746	91,074,758	3,947,080	8,188,883		
Administration																	
1150 Agency Management	1,861,000	0	0	0	0	0	0	0	0	0	0	0	0	1,671,000	190,000		
1152 Financial Management	470,000	0	0	0	0	0	0	0	0	0	0	0	0	470,000	0		
1153 Administration and Facilities Services	726,000	0	0	0	0	0	0	0	0	0	0	0	0	726,000	0		
1161 Information Technology Services	665,000	0	0	0	0	0	0	0	0	0	0	0	0	475,000	190,000		
Total Administration	1,861,000	0	0	0	0	0	0	0	0	0	0	0	0	1,671,000	190,000		
TOTAL MTC BUDGET	152,949,204	8,142,204	3,437,418	2,533,042	616,409	741,657	220,569	2,106,140	2,296,563	9,536,350	507,950	3,134,304	92,064,758	15,435,447	12,176,393		
1130 Legislation and Public Affairs	1,491,282	0	0	0	0	0	0	0	0	0	0	0	0	1,443,282	48,000		
1230 Highway and Arterial System Management-SAFE	517,238	0	0	0	0	0	0	0	0	0	0	0	0	0	517,238		
1250 Bay Area Toll Authority	5,870,087	0	0	0	0	0	0	0	0	0	0	0	0	5,870,087	0		
Total not federally funded	7,878,608	0	0	0	0	0	0	0	0	0	0	0	0	7,313,369	565,238		
MTC Total Expenditures for OWP Purposes	160,827,812	8,142,204	3,437,418	2,533,042	616,409	741,657	220,569	2,106,140	2,296,563	9,536,350	507,950	3,134,304	92,064,758	22,748,817	12,741,631		
BCDC Regional Planning	270,489	0	0	0	0	0	0	0	0	0	0	0	0	270,489	0		
Total Expenditures for OWP Purposes	161,098,300	8,142,204	3,437,418	2,533,042	616,409	741,657	220,569	2,106,140	2,296,563	9,806,839	507,950	3,134,304	92,064,758	22,748,817	12,741,631		

(1): FHWA PL T.C. Match \$1,054,908.84
 (2): FTA 5303 PL T.C. Match \$445,353.94
 (3): FHWA PL T.C. Match \$328,182.44
 (4): FTA 5303 PL T.C. Match \$79,862.32

APPENDIX A

Caltrans Adaptation Planning Grant Program

Caltrans Funded Adaptation Planning Studies

Estimated Completion Date

FY 2017/2018

February 28, 2020 (RGAs)

June 30, 2020 (MPO's MFTA)

Alviso Wetlands Railroad Adaptation (Grant Award: \$250,000)

Applicant: Capital Corridor Joint Powers Authority

Description: The proposed alternatives study would design and evaluate feasible adaptation alternatives for the railroad tracks in the Alviso Wetlands that increase resiliency of the transportation infrastructure while achieving co-benefits of potential habitat restoration and species conservation strategies.

City of Alameda Climate Adaptation Plan (\$236,375)

Applicant: City of Alameda

Description: The City of Alameda, an island in the Bay Area, intends to match its unique vulnerability to climate change with a comprehensive, forward thinking Climate Adaptation Plan (Plan) that will build on the existing Local Hazard Mitigation Plan (LHMP) updated in 2016.

Highway 37 Corridor Improvement Study (\$130,170)

Applicant: Marin County Department of Public Works

Description: Building on recent Metropolitan Transportation Commission preliminary corridor analysis, this project will develop an action plan to address ongoing and projected flooding issues from increased storm flows and sea level rise in the east-west transportation corridor through the Novato Baylands.

East Palo Alto and Dumbarton Bridge Resilience Study (\$200,000)

Applicant: Metropolitan Transportation Commission

Description: The East Palo Alto and Dumbarton Bridge Resilience Study will leverage previous studies to refine the vulnerability assessment of the area, engage with the East Palo Alto community to include the disadvantaged community, and develop adaptation strategies to protect the project area.

Accelerating Implementation of Local and Regional Resilience to Climate Change (\$307,950)

Applicant: Metropolitan Transportation Commission

Description: This project will improve the Bay Area's systems of governance, finance and planning to better implement multi-benefit solutions to address the impacts of the changing climate on our most disadvantaged communities, transportation, and natural systems.

BART Sea Level Rise and Flooding Resiliency Study (\$500,000)

Applicant: San Francisco Bay Area Rapid Transit District

Description: Project will assess vulnerability and risks of four critical BART systems: stations, trackway, train control, and traction power.

Climate Vulnerability and Mainstreaming Resilience Planning in San Mateo County (\$649,500)

Applicant: San Mateo County

Description: The Project will assess county-wide climate change impacts, assist the county and 20 cities in further defining vulnerable transportation infrastructure, critical assets and communities while developing adaptation strategies to prepare for climate change impacts.

**APPENDIX B
STP FUNDED PROJECTS**

FY 2017/18 -2021/22

**Congestion Management Agencies and Regional Agencies:
Planning and Programming**

BACKGROUND

Current federal regulations provide MTC flexibility in programming certain federal funds across different transportation modes, and require cooperative planning, the establishment of priorities across modes, and consideration of factors such as the coordination of transportation with land use plans in planning and programming decisions. MTC assumes that these policies will be continued in future federal transportation statute reauthorizations.

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 2040*, the Regional Transportation Plan/Sustainable Communities Strategy, 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 CMA working cooperatively with MTC and the other regional agencies comprising the Bay Area Regional Collaborative (BARC, previously known as the Joint Policy Committee) 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 1 and 2 as per MTC Resolution 4035 and 4202 within the county;
- To promote successful program and project delivery and monitoring within the county for all transportation funds;
- To facilitate jurisdictions within county to meet post-programming federal project funding requirements, including meeting award deadlines, timely invoicing, minimizing and responding to inactive obligations, and timely project close-out.
- 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, including the Community-Based Transportation Planning (CBTP), Lifeline Transportation Program (LTP) and the Regional PDA Planning Program;
- 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;
- To support the implementation of the Bay Area Coordinated Public Transit-Human Services Plan (Coordinated Plan);
- To develop and update a PDA Investment and Growth Strategy facilitating a transportation project priority setting process for OBAG 2 funding that supports and encourages development in the region's PDAs as detailed in MTC Resolution 4202 and Attachments; and
- To engage in public participation as detailed in the MTC Public Participation Plan and MTC Resolution 4202, and Attachments; and
- To assist local jurisdictions in providing information for the Highway Performance Management System within requested timeframes.

San Francisco Bay Area Conservation and Development Commission (BCDC)

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

- Working jointly with MTC, ABAG and the Bay Area Regional Collaborative (BARC), assist with the development and implementation of the Plan Bay Area Sustainable Community Strategy (SCS), and other regional planning efforts, including regional adaptation planning, regional hazard mitigation planning, regional goods movement and assessing the vulnerability of regional assets and increasing the resilience of these assets, with a focus on SCS priority development areas and transit priority project areas. This work shall include the following:
 - a. Through the Adapting to Rising Tides Program, develop information, data and tools to support resilience planning at local and regional scales;
 - b. Lead and support adaptation planning efforts at local and regional scales and connect the region to National Oceanic and Atmospheric Administration (NOAA) resources and state processes and resources. Assess vulnerabilities of transportation investments and land use proposals in the region's SCS and develop guidance and strategies that address vulnerabilities;
 - c. Provide technical and policy support to local, regional and sector scale adaptation through the Adapting to Rising Tides Portfolio website and

provide regular updates to the information, data and tools provided to users of the website;

- d. Attend and present adaptation planning findings, recommendations and best practices at councils, boards, committees and other decision-making bodies;
 - e. Work together with ABAG, BARC and the California Coastal Conservancy on regional resilience efforts and leverage efforts and coordinate projects and program activities; and
 - f. Promote for the region utilization of the best available science and information in the development of policies, priorities and approaches and provide translation for a broad audience of the underlying science, including the development of approaches to engaging the public and decision-makers on this issue.
- Supply the following support to the Bay Area Regional Collaborative (BARC):
 - a. Attend BARC meetings and provide support;
 - b. Work with BARC agency staff, local governments, special districts, federal agencies and other stakeholders and partners to develop regional climate change adaptation strategies for the Bay Area and coordinate those strategies with the region's climate change mitigation strategies, transportation improvements and Priority Development Areas and Priority Conservation Areas, in part by expanding the Adapting to Rising Tides (ART) program;
 - c. Review and comment on BARC documents and proposals, including work on the Sustainable Communities Strategy; and
 - d. Participate in partnerships with the four BARC agencies to develop outreach, training, grant programs and other climate adaptation support for the region.
 - Provide appropriate administrative and planning support for regional airport planning and seaport planning. This includes working with MTC and ABAG in supporting the Regional Airport Planning Committee ("RAPC") consistent with the interagency memorandum of understanding. Work with MTC to coordinate with the region's seaports to ensure that cargo forecasts, goods movement and the Bay Area Seaport Plan are kept up to date and reflect trends and changes in demand.

Metropolitan Transportation Commission

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

BUDGET

This effort involves the development of specific 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 2017-18 through FY 2021-22**

MTC federal STP	88.53%	\$65,287,000
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Funding by Agency

County	Agency	Base Planning	Supplemental	CBTP	Total
Alameda	ACTC	\$5,489,000	\$2,800,000	\$300,000	\$8,589,000
Contra Costa	CCTA	\$4,342,000	\$0	\$215,000	\$4,557,000
Marin	TAM	\$3,822,000	\$0	\$75,000	\$3,897,000
Napa	NVTA	\$3,822,000	\$0	\$75,000	\$3,897,000
San Francisco	SFCTA	\$3,997,000	\$1,900,000	\$175,000	\$6,072,000
San Mateo	SMCCAG	\$3,822,000	\$1,512,000	\$120,000	\$5,454,000
Santa Clara	VTA	\$6,078,000	\$4,822,000	\$300,000	\$11,200,000
Solano	STA	\$3,822,000	\$3,039,000	\$95,000	\$6,956,000
Sonoma	SCTA	\$3,822,000	\$1,178,000	\$110,000	\$5,110,000
CMAAs	Total:	\$39,016,000	\$15,251,000	\$1,465,000	\$55,732,000

MTC & BCDC	Total:	\$9,555,000	\$0	\$35,000	\$9,590,000
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CMAAs, MTC & BCDC	Total:	\$48,571,000	\$15,251,000	\$1,500,000	\$65,322,000
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Note: Funding levels may change based on programming revisions and subsequent agreement amendments.

Schedule

Delivery Date

Submit PDA Investment & Growth Strategy	June 2016 – May 2017; June 2020 – May 2021
Monitor Implementation of local Complete Streets Policies and Strategies	Ongoing
Facilitate, monitor, and track the submittal of HPMS data and HCD annual reporting by jurisdiction	April 1, Annually
Submit OBAG 2 county projects and any subsequent program	July 31, 2017, Ongoing
Develop PDA Investment & Growth Strategy	Summer/Fall 2017; 2021
Ensure the public involvement process provides underserved communities access to the project submittal process	Annually
Amended PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2018, May 2022
Annual progress report on PDA Investment & Growth Strategy, including status of jurisdictions' progress on development/adoption of housing elements and complete streets policies	May 2018, Ongoing
CMP Modeling Consistency Checklist, pursuant to the CMP	Ongoing

Guidance and MTC staff direction	
Submit status reports on implementation status of projects and programs identified through the CBTP program. List information on fund sources, lead agency and timeline for implementation.	Every Other Year
For the CBTP program, update the assessment of needs, solutions and list of projects/programs for low-income residents in the county, including in COCs identified in 2016.	Ongoing
Oversight/assistance for program/project delivery	Ongoing
Biennial data share of travel model inputs.	Ongoing
Detailed information about projects and programs as specified by MTC for the regional planning process	Ongoing
Support for regional programs and customer service projects	Ongoing
Develop countywide transportation priorities consistent with regional long range vision and requirements	As needed
Submit FHWA federal-aid local projects selected by AGENCY for inclusion in annual obligation plan	Annually
Prepare and submit regular project delivery/monitoring status reports for FHWA federal-aid local projects within county.	Monthly/Quarterly
Facilitate invoicing against inactive obligations	Monthly
Additional support for planning, programming, and monitoring activities	Ongoing as needed
Development and reporting of Lifeline program	Ongoing as needed

APPENDIX C

Caltrans Partnership Planning Studies

➤ **FY 2014/2015**

San Francisco Freeway Performance Initiative Study

(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 Feb 21, 2018		
	Grant Allocated	In Kind Match	Cash	Grant Balance	In Kind Match	Cash
San Francisco Freeway Performance Initiative Study	\$300,000	\$0	\$200,000	\$0	\$0	Grant funds have been exhausted. SFCTA is using local funds to finish the study, scheduled for early 2018.

APPENDIX D

**FEDERAL HIGHWAY ADMINISTRATION
STATE PLANNING & RESEARCH FUNDED PROJECTS**

**Caltrans Sustainable Transportation
Planning
Strategic Partnerships**

➤ **FY 2015/2016**

Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California
(MTC {lead}, SACOG, SJCOG and AMBAG regions, Caltrans Districts 4 {contract manager}, 3, 5, 10)

This study seeks to build off multiple recent goods movement planning studies, economic analyses, and corridor studies that have been conducted in the mega-region and drill down to identify challenges and opportunities for firms operating in the so-called “goods movement cluster.” This includes not only core industries (rail, trucking, air, water), but also direct supply and input (e.g. warehousing, consulting, leasing, packaging), indirect support (e.g. port operations, infrastructure, support industries), and customer industries (e.g. freight transportation arrangement, couriers, wholesale agents). The study will illuminate the specializations of the northern California goods movement cluster, and identify specific high priority transportation infrastructure needs, operational policies to improve key system bottlenecks and improve access to critical activity centers, and workforce and innovation challenges and opportunities.

Grant Name	Total			Balance as of Feb 21, 2018		
	Grant Allocated	In-Kind Local Match	Cash Local Match	Grant Award	In-Kind Local Match	Cash Local Match
Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California	\$ 300,000	---	\$ 160,000	\$ 220,568.58	\$ 0.00	\$111,257.11

**APPENDIX E
STATE AND FEDERALLY FUNDED
COMPETITIVE GRANT PROJECTS**

Caltrans Transportation Planning Grant Program

SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES ESTIMATED

COMPLETION DATE

2016/2017 Sustainable Communities Studies

February 28, 2019

- **Taylor Street Safety Project** (\$300,000)
Applicant: San Francisco Municipal Transportation Agency
This project will focus on Taylor Street, the highest density in S.F.'s Tenderloin neighborhood with 30% average area median income. Its challenges include many difficult socioeconomic burdens and among the highest rates of serious and fatal traffic collisions citywide. SFMTA proposes robust, inclusive planning in concert with city agencies and community-based organizations to leverage roadway upgrades that: tackle health and safety issues, improve active transportation mobility, encourage street life supporting local businesses, and preserve and support at-risk populations and organizations already striving to improve quality of life and outcomes.
- **South of Market Freeway Ramp Intersection Safety Improvement Study** (\$248,683)
Applicant: San Francisco County Transportation Authority
The applicant explains that conceptual design proposals to improve safety and access at up to ten ramp intersections in the south of market (SOMA) neighborhood will be developed through this study. The proposals will include both short-term and longer term improvements. The project includes a public outreach process and engagement with a technical advisory team of agency stakeholders.
- **Richmond Integrated and Equitable Multimodal Mobility Plan** (\$259,730)
Applicant: City of Richmond
This project will undertake a comprehensive citywide mobility needs assessment, evaluation of opportunities, and development of an implementation strategy to create a complete integrated multimodal transportation system that blends active transportation, conventional transit service and emerging shared mobility technologies, supports the GHG reduction goals identified in the City's Climate Action Plan, and advances the City's health and equity goals and policies identified in the General Plan.
- **Grand Boulevard Initiative: Creating Safe and Healthy Corridor Communities** (\$349,074)
Applicant: San Mateo County
The study will use study segments in San Mateo and Santa Clara counties to develop conceptual streetscape redesigns for implementation. El Camino Real (SR82) has a disproportionately high pedestrian/bicycle collision rate that impacts the safety and mobility of its users. Corridor design guidelines and strategies will be documented for replication along SR 82 and other statewide urban corridors.
- **District 11 Neighborhood Greenway Planning Project** (\$300,000)
Applicant: San Francisco Municipal Transportation Agency
The project seeks to employ San Francisco Green Connections Network and Bicycle Strategy on three key corridors in under-served and lower income neighborhoods: Green Connections Route 16-Cayuga/Aleman; Route 11- Persia/Brazil/Russia; and Naples-Brunswick. The planning process aims to develop "neighborhood greenway" designs that improve the livability and vitality of local streets, while providing better non-motorized links to local and regional transit, employment, education, recreation/open space, and health services. The planning effort will include a robust public participation process from this ethnically diverse and historically car-dependent area of southern San Francisco.
- **A Resilient Transportation System for Safe and Sustainable Communities** (\$800,000)
Applicant: Metropolitan Transportation Commission

Through an inclusive approach involving key agencies and critical community stakeholders, this project will deliver a regional vulnerability assessment of flooding and sea level rise for the Bay Area

that is focused on three key areas: 1) transportation infrastructure; 2) Priority Development Areas (PDAs) as identified in the Sustainable Communities Strategy (Plan Bay Area); and, 3) Communities of Concern as defined by the Metropolitan Transportation Commission. Additionally, this project will prioritize strategies and create a road map for implementation to make our transportation system and communities more resilient, safe and sustainable now and into the future.

2017/2018 Sustainable Communities Studies

February 28, 2020

- **Solano Avenue Complete Streets and Revitalization Project** (\$178,199)
Applicant: City of Albany **Sub-applicant:** Local Government Commission
The City of Albany, with its sub-applicant (Local Government Commission) will develop a Complete Streets and Corridor Revitalization Plan for Solano Avenue to create an active main street environment that supports infill development and increased opportunities for affordable housing. An extensive community engagement process will be deployed to identify ideas and strategies to improve safety and promote active modes of transportation, access to transit, and local economic activity, and decrease auto-dependency and related greenhouse gas emissions. The outcome will be a plan with Complete Streets designs for roadway, sidewalk and intersection changes to better support all modes and users of all ages and abilities.
- **Daly City Bicycle and Pedestrian Master Plan** (\$239,031)
Applicant: City of Daly City
The Daly City Bicycle and Pedestrian Master Plan will identify the bicycle and pedestrian improvements necessary to expand the existing network, provide greater connectivity to transit, increase mobility, and provide sustainable transportation options. Robust community outreach will be conducted to better reflect current area conditions and stakeholder needs. Existing conditions will be studied and a needs analysis will develop estimates for demand and network suitability to guide the preparation of the Plan. A comprehensive list of prioritized bicycle and pedestrian project and programmatic recommendations will be developed along with an implementation plan to ensure progress in the Plan's completion.
- **East San Jose Multimodal Transportation Improvement Plan (ESJ MTIP)** (\$467,438)
Applicant: City of San Jose
The East San Jose Multimodal Transportation Improvement Plan is a community-based planning effort that will help San Jose develop a comprehensive strategy for this growing area of San Jose. It will synthesize, leverage, and advance past planning efforts; creating more detailed and implementable conceptual plans. The project area is rapidly becoming a state and regional multimodal transportation hub with the convergence of freeways, BART, VTA buses including BRT, and off-street trails. This planning effort will help bring these concurrent transportation plans and infrastructure improvement projects together and will focus on engaging the primarily disadvantaged residents of this three square-mile community.
- **Senter Road Multimodal Safety Study** (425,000)
Applicant: City of San Jose
The City of San Jose, with the assistance of a consultant, will prepare a comprehensive, community-driven multimodal safety study of Senter Road. Serving as an important north-south corridor through the central-eastern part of San Jose, Senter Road is a Vision Zero Priority Safety Corridor that is surrounded by disadvantaged neighborhoods, connects to key destinations, and has high public transit ridership. The study will identify complete streets elements and multimodal improvements to enhance safety especially for the most vulnerable roadway users, including pedestrians, bicyclists, and transit riders, while still serving motorists. Study recommendations will serve as a framework for future capital improvements.
- **Sunnyvale Bicycle, Pedestrian, and Safe Routes to School Plan** (\$338,185)
Applicant: City of Sunnyvale

Sunnyvale aims to develop a citywide Bicycle, Pedestrian, and Safe Routes to School Plan to provide a blueprint for active transportation infrastructure and programs. The Plan will analyze current conditions, seek public input in to understand existing and future transportation needs, and recommend projects and programs strategic to creating a healthier and more vibrant Sunnyvale. This plan will be crafted to enable swift implementation in order to achieve citywide connectivity of bicycle and pedestrian facilities including safer routes to area schools.

- **City of Vacaville Downtown Connectivity and Streetscape Design Plan (\$205,655)**
Applicant: City of Vacaville **Sub-applicant:** Local Government Commission
The project focus is Downtown Vacaville and key corridor and trail opportunities to connect the downtown with surrounding neighborhoods and improve the pedestrian environment for residents and visitors. An extensive community engagement process will identify strategies to improve safety and promote active modes of transportation, access to transit, support infill development and economic activity, and reduce car trips and related greenhouse gas emissions. The resulting plan will include designs for roadway, sidewalk, and intersection changes, streetscape enhancements, and trail connections. The project will use a Smart Mobility Framework approach and support VMT reduction targets in the regional Sustainable Communities Strategy.
- **Willow Pass Rd/Cowell Rd Complete Streets Feasibility Study (\$177,060)**
Applicant: City of Concord
This project for Willow Pass Road, Cowell Road, and Galindo Street will include detailed transportation analysis and robust public engagement. Several alternatives will be developed that incorporate Complete Streets elements, bicycle and pedestrian improvements, and improved access to transit. This project is integral to the City's larger goal to improve bicycling, walking and transit infrastructure to better serve local transportation needs.
- **City of Santa Clara Pedestrian Master Plan (\$279,214)**
Applicant: City of Santa Clara
The project is the City's first citywide Pedestrian Master Plan to provide a blueprint for walking infrastructure and programs. The Plan will analyze current conditions, seek input from the public and stakeholders to fully understand existing and future transportation needs, and recommend projects and programs strategic to creating a healthier and more vibrant Santa Clara. This plan will be crafted to enable swift implementation in order to achieve citywide connectivity and pedestrian facilities including safer routes to area schools.
- **Lower Russian River Trail Feasibility Study (\$620,000)**
Applicant: Sonoma County Regional Parks
Responding to community interest and safety concerns, the project will engage the broader community to create a Feasibility Study for a bicycle and pedestrian trail separated from River Road and State Route 116, connecting unincorporated towns, villages and hamlets along the Russian River. The completed study will guide the next steps of trail design, acquisition, planning, and environmental review and securing grant funding for future development.
- **Bayview Community Based Transportation Plan (\$292,149)**
Applicant: San Francisco Municipal Transportation Agency
The project includes strong collaboration, outreach, and public participation to develop a vision for improving physical mobility in the historically underserved and isolated community of Bayview, with a strong focus on addressing the transportation needs of existing and future residents and businesses. The Final Plan will include a summary of public engagement, streetscape design alternatives, as well

as an implementation plan for the recommended alternatives to facilitate next steps including environmental assessments.

- **Solano Active Transportation Plan (\$350,000)**
Applicant: Solano Transportation Authority
The project will conduct City specific public outreach, and build a robust geo-spatial database of active transportation infrastructure that will identify and prioritize improvements along bicycle and pedestrian routes with the highest potential for impact on increased safety and promoting mode shift. This Plan will coordinate active transportation planning among the seven cities in Solano County to identify local conditions and priorities, and present a unified vision for active transportation in Solano County.
- **West Contra Costa Express Bus Implementation Plan (\$639,456)**
Applicant: West Contra Costa Transportation Advisory Committee; **Sub-Applicant:** AC Transit
The project includes extensive outreach and will facilitate vital planning for new and expanded express bus service between West Contra Costa County and Berkeley, Oakland, Emeryville and San Francisco, a documented, unmet travel market and provides access to jobs for disadvantaged communities. The final plan includes transit service and marketing plans, infrastructure needs, capital, operating and maintenance costs, and funding sources for service implementation. This service is consist with the region's Sustainable Communities Strategy and Bay Bridge Forward.

APPENDIX F

FY 2018-19

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

APPENDIX G

FY 2018-19

Caltrans Planning Public Engagement Contract Efforts

PLANNING PUBLIC ENGAGEMENT CONTRACT ESTIMATED COMPLETION DATE

District 4 Active Task Orders

September 2018

- **State Route 82, Grand Boulevard Initiative (GBI) Outreach**
The on-call public engagement consultant, Caltrans, and GBI will work collaboratively to develop a stakeholder engagement plan that results in greater awareness of GBI and its benefits; expanded knowledge and understanding of Caltrans design flexibility; and improved understanding of local preferences and needs.
- **District 4 Bike Plan (CD4BP) Outreach**
The on-call public engagement consultant, Caltrans, and the CD4BP technical consultant, will work collaboratively to solicit and facilitate public and stakeholder input to inform the development of the CD4BP and meet its objectives in developing strategies and a list of projects to improve bicycle safety and mobility in District 4.
- **Sonoma Route 1 Design Guidelines Public Engagement.**
Facilitated stakeholder engagement will be used to solicit constructive input and discussion on the Preliminary Draft Sonoma 1 Repair Guidelines and to develop final guidance.
- **State Route 37 Corridor Public Engagement**
The on-call public engagement consultant, Caltrans, Napa Valley Transportation Authority, the Solano Transportation Authority, the Sonoma County Transportation Authority, the Transportation Authority of Marin, and the Metropolitan Transportation Commission will work collaboratively to provide opportunities for public and stakeholder input on a range of possible transportation improvements in the State Route 37 corridor between US 101 and Interstate 80.