

FY 2021-22

Metropolitan Transportation Commission

Overall Work Program

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



AMENDMENT No.3

April 2022

FY 2021-2022
OVERALL WORK PROGRAM
AMENDMENT NO. 3

FOR THE
SAN FRANCISCO BAY AREA

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List of Transportation Planning Acronyms

ABAG	Association of Bay Area Governments
AC Transit	Alameda-Contra Costa Transit District
ADA	Americans with Disabilities Act
ADAP	Airport Development Aid Program
ALUC	Airport Land Use Commission
AMTRAK	National Railroad Passenger Corporation
Admin.	Administration Committee (MTC committee)
ARB	Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BAC	Bay Area Council
BAHA	Bay Area Headquarters Authority
BAHFA	Bay Area Housing Finance 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
CCTA	Contra Costa Transportation 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
C/O	Carryover Funds from Prior Year
DEIS	Draft Environmental Impact Statement
DMV	Department of Motor Vehicles, California
DOT	Department of Transportation

EBMUD	East Bay Municipal Utility District
EBRPD	East Bay Regional Park District
ECCTA	East Contra Costa Transit Authority
EDP	Early Deployment Plan
EIR	Environmental Impact Report (state)
EIS	Environmental Impact Statement (federal)
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FARE	Financial Accounting Reporting Element
FAST	Fixing America's Surface Transportation Act
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Act
FHWA	Federal Highway Administration
FRA	Federal Railway Administration
FTA	Federal Transit Administration
FSP	Freeway Service Patrol
GGBH&TD	Golden Gate Bridge, Highway and Transportation District
GIS	Geographical Information System
GPS	Global Positioning System
GHG	Green House Gas
HCD	Housing and Community Development
HEW	Department of Health, Education and Welfare
HIP	Housing Incentive Program
HUD	Department of Housing and Urban Development, U.S.
IGC	Inter-Governmental Council, Santa Clara County
IGR	Intergovernmental Review
IMS	Intermodal Management System
IPG	Intermodal Planning Group
ITS	Institute of Transportation Studies, U.C. Berkeley, or Intelligent Transportation Systems, Formerly IVHS
JARC	Job Access and Reverse Commute Program
JPB	Joint Powers Board (San Mateo County)
LAFCO	Local Agency Formation Committee
LCTOP	Low Carbon Transit Operations Program
LAVTA	Livermore Amador Valley Transportation Authority
LCC	League of California Cities
LIRAQ	Livermore Regional Air Quality Model
L&GO	Legislation and Governmental Organization Committee, ABAG
LPA	Legislation and Public Affairs Committee, MTC
LTEE	Land Use, Transportation, Economic & Environmental
LWV - BA	League of Women Voters - Bay Area

MALDEF	Mexican American Legal Defense Education Fund
MAP 21	Moving Ahead for Progress in the 21st Century
MARAD	Maritime Administration, U.S.
MIS	Major Investment Studies
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
MUNI	San Francisco Transportation Agency
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NORCAL	Northern California Ports and Terminals Bureau
NSF	National Science Foundation (ABAG)
NTIS	National Technical Information Service
OCCUR	Oakland Citizens Committee for Urban Renewal
OEDCI	Oakland Economic Development Council, Inc.
OMB	Office of Management and Budget, U.S.
OPR	Office of Planning and Research, California
OWP	Overall Work Program
OWPA	Overall Work Program Agreement
P&A	Programming and Allocations Committee
PAC	Policy Advisory Council
PCA	Priority Conservation Areas
PCC	Paratransit Coordinating Council
PCS	Peninsula Commute Service
PDA	Priority Development Area
PEA	Planning Emphasis Area
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
REAP	Regional Early Action Planning
RPC	Regional Planning Committee, ABAG
RM2	Regional Measure 2
RTA	Regional Transit Association
RTCC	Regional Transit Coordinating Council
RTIP	Regional Transportation Improvement Program (state requirement)
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWQCB	Regional Water Quality Control Board

SAFE	Service Authority for Freeways and Expressways
SAFETEA	Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2004
SamTrans	San Mateo County Transit District
SB-1	Senate Bill 1- The Road Repair and Accountability Act of 2017
SIP	State Implementation Plan (for air quality)
SMSA	Standard Metropolitan Statistical Area
SPAC	Seaport Planning Advisory Committee, MTC/BCDC
SP&R	State Planning and Research
SPUR	San Francisco Planning and Urban Research
S RTP	Short Range Transit Plan
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
STP	Surface Transportation Program (currently STBG)
TAM	Transportation Asset Management Program
TCA	Transportation Coordination and Access (MTC Committee)
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TETAP	Traffic Engineering Technical Assistance Program
TFCA	Transportation Funding for Clean Air
TIP	Transportation Improvement Program (federal requirement)
TLC	Transportation Land-Use Connection
TMP	Traffic Management Program
TP & D	Transportation Planning and Development Account
TRB	Transportation Research Board, National
Toll Credit	Non Federal Share – Section 1905 of SAFETEA-LU
TSM	Transportation Systems Management
UGM	Urban Goods Movement
USGS	U.S. Geological Survey (ABAG)
VTA	Valley Transportation Authority
West CAT	Western Contra Costa Transit
WRCB	California Water Resources Control Board
WETA	Water Emergency Transit Authority

METROPOLITAN TRANSPORTATION COMMISSION

MTC PROSPECTUS

APRIL 2022

FY 2021-22

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 2021-22.

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

The Region produces two documents—updated periodically—that comply with federal requirements: the *Regional Transportation Plan* (RTP) and the *Transportation Improvement Program* (TIP). The Commission adopted the current RTP, known as Plan Bay Area 2040, in July 2017 and the 2019 TIP in September 2018. As stipulated in FAST, these documents provide for the development and integrated management and operation of transportation facilities that function as a regional system as well as the state and national intermodal transportation systems. These plans and their corresponding policies, strategies and investments embody the eleven FAST planning factors as follows:

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

- Enhance travel and tourism.

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

MTC maintains a Web site at www.mtc.ca.gov, which contains final reports for the work referenced in the OWP. The work elements provide additional links for specific work products.

II. Bay Area Implementation of FY 2021-22 Planning Emphasis Areas

The Bay Area's transportation system is complex with many interrelated functions, ownership, areas of responsibility and dynamic relationships with land use and air quality. Addressing these complexities, MTC partners with three other regional agencies – Bay Area Air Quality Management District (BAAQMD), Association of Bay Area Governments (ABAG), and Bay Conservation and Development Commission – to cooperatively work on regional planning efforts in coordination with the Bay Area Regional Collaborative (BARC). BARC's current key initiative is climate protection and adaptation.

In 2017, MTC and ABAG adopted a combined regional land use plan and transportation investment strategy, known as Plan Bay Area 2040, pursuant to the Sustainable Communities and Climate Protection Act of 2008 (SB 375 – Steinberg, or known simply as SB 375). This was an update to Plan Bay Area (2013). MTC also collaborates with the Bay Area Partnership to improve the overall efficiency and operation of the region's transportation network, including developing strategies for financing and transportation improvements. Furthermore, MTC staff works with a citizen-based Policy Advisory Council on key planning and policy issues for purposes of informing Commission discussions and decisions. Public outreach and involvement activities are ongoing as part of these planning efforts.

FY 21-22 continues to reflect the work of a now-consolidated MTC and ABAG staff. Under the Regional Planning Program (RPP), staff serves the 9-county San Francisco Bay Area via long range planning, technical analysis, and assistance to local governments, strengthening the link between transportation, land use, housing and other programs. MTC staff serves both the MTC and ABAG policy boards until or unless there is a change in governance in the future.

The discussion below highlights the areas in MTC's work program that relate to the Planning Emphasis Areas (PEAs) for FY21-22. The PEAs are:

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

Core Planning Functions

SB 375 calls upon metropolitan planning organizations (MPOs) in 18 regions in California to develop an integrated transportation, land-use and housing plan known as a Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS), with the ultimate goal of reducing per-capita greenhouse gas (GHG) emissions for cars and light-duty trucks. In the Bay Area, the RTP/SCS incorporates all federal/state RTP

requirements that are in turn internally consistent with the state mandated Sustainable Communities Strategy. Key components of the RTP/SCS and other Core Planning Functions described in the OWP are as follows. Please see the specific listed work elements for more information on specific tasks and milestones.

Overall Work Program (this document)

- Public Participation, Education and Engagement- activities covered in work elements (1112, 1114, 1131, 1154, 1156, and 1121)
- Regional Transportation Plan/Sustainable Communities Strategy- activities covered in work elements (1121, 1122 and 1212)
- Federal Transportation Improvement Program- activities covered in work element (1512)
- Congestion Management Process- activities covered in (1212)
- Annual Listing of Projects- activities covered in work element (1512)
- Asset Management Planning/Financial Forecasting- activities covered in work elements (1233 and 1511)
- Equity Framework- activities covered in work elements (1310, 1311, and 1121)

Performance Management

MTC continues to expand its work in the fields of performance measurement and management. MTC has incorporated rigorous performance measures and monitoring in every long-range plan since 2001. In 2015, MTC launched the new *Vital Signs* performance monitoring system, an interactive online portal that allows Bay Area residents to track our region's progress towards national, state, and regional goals. *Vital Signs* not only tracks trends for transportation metrics but also visualizes data related to land use, equity, the economy, and the environment of the Bay Area. As federal performance measures are finalized and revised, MTC now incorporates those into the *Vital Signs* system to better support performance-driven planning in the Bay Area and beyond.

With regards to Plan Bay Area 2040, MTC continued to emphasize performance-based planning as the foundation of the planning effort. Quantifiable long-range targets were adopted by the Commission in 2015 and used not only to compare scenarios but also to evaluate transportation projects for inclusion in the Plan. This work builds upon a successful effort in 2012 to prioritize high-performing projects for regional discretionary dollars and to reconsider low-performing investments that are cost-ineffective or adversely impact the region's targets. In FY 2020-21, MTC continued this emphasis via Horizon and Plan Bay Area 2050- releasing performance analysis for the Plan Bay Area 2050 Draft Blueprint in July 2020. Findings from this analysis was used to refine the proposed strategies for inclusion in the Plan Bay Area 2050 Final Blueprint. Performance analysis for the Plan Bay Area 2050 Final Blueprint was released in January 2021, demonstrating that the 35 strategies recommended in the Final Blueprint not only met, but exceeded, the greenhouse gas emissions reductions target of 19% per capita by 2035 over 2005 levels, as mandated by SB 375. Plan Bay Area 2050 is due for adoption in the fall of 2021.

Finally, MTC will continue to implement federal performance monitoring and target-setting requirements in FY 2021-22. While different than performance measures for Plan Bay Area 2050 – which are long-range and span a broader spectrum of topic areas – the federal performance measures have been integrated into existing efforts like the RTP and TIP processes over the coming years. The top priorities this year will be performance analysis of EIR Alternatives for the RTP/SCS, production of the System performance Report for the RTP/SCS in compliance with MAP-21, biannual STIP performance analysis, and regularly scheduled target-setting for MAP-21 performance measures related to road safety, transit safety, transit asset condition, and traffic congestion.

MTC will work closely with the region's transit operators as they set targets for transit safety for the first time, thus completing the roll out of all 28 MAP-21 performance measures (FTA delayed this effort by one calendar year due to the increased demands on transit operators during the COVID-19 pandemic). MTC continues to inform policymakers and local stakeholders about implementation, and staff continues to coordinate on a technical level with Caltrans and other California MPOs to execute performance requirements.

State of Good Repair

Over the past decade, MTC has adopted plans that allocate a significant share of funding to preserve and maintain existing transportation infrastructure, in alignment with the region's "Fix It First" strategy. Relatedly, the agency maintains and updates comprehensive data on the region's transportation capital asset maintenance, rehabilitation and replacement needs. MTC prepares and analyzes investment strategies geared towards meeting performance targets for state of good repair, and monitor progress towards meeting those targets. MTC supports Department of Transportation (DOT) requirements that recipients and sub-recipients of Federal funding establish and maintain Transit Asset Management Plans and use an asset management system to develop capital asset inventories. The agency complies with DOT requirements for reporting of performance measures related to the State of Good Repair for both the transit system and streets and roads on the National Highway System. MTC actively ensures compliance with state law that requires that each local government establish and maintain a Pavement Management Program (PMP) as a condition for funding projects in the State Transportation Improvement Program (California Streets and Highways Code section 2108.1).

The local roadway component of the Transportation Asset Management (TAM) program includes the Regional Streets and Roads Program (RSRP). This program encompasses the MTC Pavement Management Program (PMP) StreetSaver—a computer-assisted decision-making process designed to help cities and counties prevent pavement problems through judicious maintenance, and to diagnose and repair problems in a timely, cost-effective manner—and StreetSaver Plus, which applies the same concepts of a PMP to local road non-pavement assets such as sidewalks, storm drains, signs, signals and streetlights. Staff manages the development of the StreetSaver and StreetSaver Plus software, provides local agencies with information and assistance in the application of the software, and in linking road maintenance needs to funding actions. Staff administers the Pavement Technical Assistance Program, a grant program that provides local jurisdictions with resources for inspecting roadway conditions on a biennial or triennial basis and updating condition and maintenance information in their PMPs. In addition, MTC provides ongoing training and support to keep local PMPs operational. Much of the technical information generated by this program is used by Bay Area jurisdictions to develop local policies to both improve maintenance practices and provide additional funding support. Data generated from the program is also used to perform regional analyses of asset conditions and funding scenarios to inform regional planning and programming processes. MTC staff also provides support for the California Statewide Local Streets and Roads Needs Analysis. StreetSaver is the analytical tool that is used to perform the statewide needs assessment. In addition, staff is working to integrate data contained in StreetSaver and StreetSaver Plus with safety datasets, including usage (Vehicle Miles Traveled) and accidents and injuries, in an effort to develop a regional safety data program to support the region's Vision Zero Policy. Information on street geometries, signage, street markings, and roadway infrastructure gaps can be used to identify safety issues and enhance the identification of safety improvement opportunities on the local road network.

The transit component of MTC's TAM program includes development of MTC's Regional Transit Capital Inventory (RTCI) and its use to inform local and regional planning efforts, investment strategies and performance targets. The RTCI is a database of transit capital assets including replacement and rehabilitation costs and lifecycles, used to project transit capital maintenance needs for the Regional Transportation Plan and the Transit Capital Priorities funding program. Information from the RTCI will also be used to provide performance information related to the State of Good Repair. In addition, MTC staff will assist the region's transit operators in the maintenance and update of their transit asset management plans, setting of annual

performance targets, reporting of required information to the National Transit Database, and will continue coordination of transit asset management efforts in the region.

III. MTC Organization

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

Planning Area

The Bay Area Region embraces the nine counties that touch San Francisco Bay (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma) and includes 101 municipalities. More than 7.7 million people reside within its 7,000 square miles.

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

Metropolitan Transportation Commission

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

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

In July 2017, MTC and ABAG staff were consolidated under the leadership of former MTC Executive Director Steve Heminger. The staff consolidation was completed pursuant to a contract for services between the ABAG Executive Board and the Metropolitan Transportation Commission. Now a single staff serves two independent organizations with unique statutory requirements, policy positions, programs, assets, and debts.

MTC Committees

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

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

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

Bay Area Headquarters Authority

The Bay Area Headquarters Authority or “BAHA” is a joint exercise of powers authority between the Authority and MTC. BAHA was created to plan, acquire, and develop office space and facilities and undertake related activities by exercising the common powers of the Authority and MTC and the powers separately conferred by law. The Authority authorized the acquisition and development of an office facility at 375 Beale Street in San Francisco, California (the “Administration Building”). The building is now home to the Bay Area Air Quality Management District (the “Air District”), the Association of Bay Area Governments, and other governmental or private tenants, in addition to being the headquarters of MTC and the Authority.

Bay Area Infrastructure Financing Authority

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

SAFE

MTC Commissioners convene as the Service Authority for Freeways and Expressways (SAFE) for purposes of managing the Region's call boxes and Freeway Service Patrol programs, in cooperation with Caltrans and the CHP. The SAFE program is funded by the State Highway Account, CA Department of Motor Vehicles (DMV) registration fees and the Surface Transportation Block Grant (STBG). The Freeway Service Patrol uses all three fund sources. The DMV funds are also used for call boxes and support for incident management programs.

BATA

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

Policy Advisory Council

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

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

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

The Bay Area Partnership

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

Air Quality Conformity Task Force

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

Bay Area Regional Collaborative

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

The Regional Advisory Working Group

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

For Transit Representation:

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

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

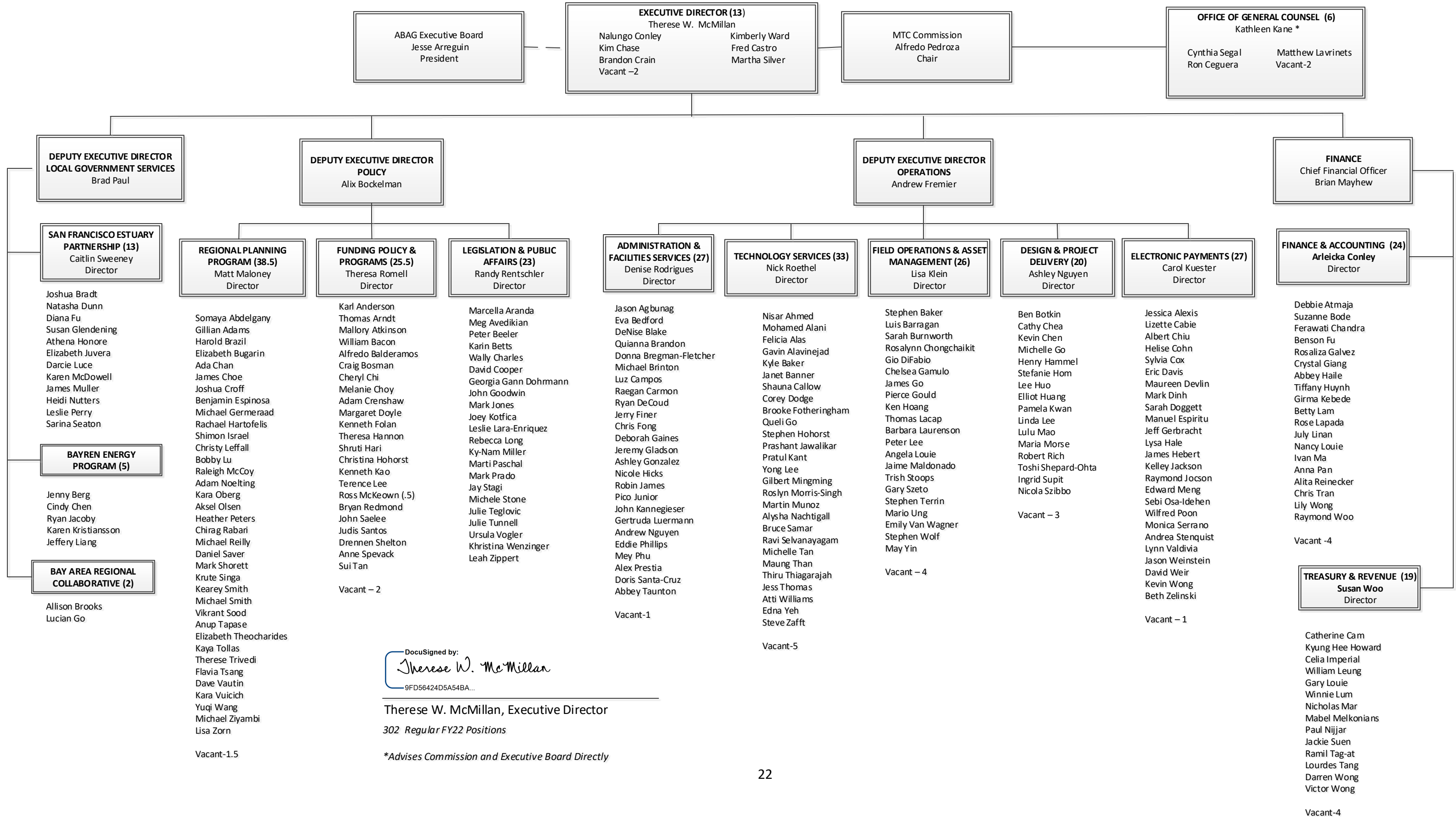
currently on the board who are also serving on a board of a transit agency as a Transit Representative.

There are currently 14 transit/rail operators represented on the MTC Commission:

1. Altamont Corridor Express: Nat Miley
2. Caltrain: Cindy Chavez
3. Capital Corridor Joint Powers Board: Jim Spering
4. County Connection: Amy Worth
5. Marin Transit: Damon Connolly
6. NVRTA: Alfredo Pedroza
7. Santa Clara Valley Transit Authority: Margaret Abe-Koga, Cindy Chavez, Sam Liccardo
8. Soltrans: Jim Spering
9. Sonoma Marin Area Rail Transit: Damon Connolly, David Rabbitt
10. Sonoma County Transit: David Rabbitt
11. Tri-Delta Transit: Federal Glover
12. Union City Transit: Carol Dutra-Vernaci
13. Golden Gate Bridge, Highway and Transportation District: David Rabbitt
14. San Joaquin Joint Powers Authority: Nat Miley

Metropolitan Transportation Commission

Staffing Organization as of October 1, 2021



DocuSigned by:

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Therese W. McMillan, Executive Director
 302 Regular FY22 Positions

*Advises Commission and Executive Board Directly

UNIFIED WORK PROGRAM

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

FY 2021-22

Caltrans Work Elements

Goals and Objectives

The California Department of Transportation (Caltrans/Department) Work Elements support the Department's Mission to: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.* Caltrans Work Elements advance the overarching goals and objectives noted in the Caltrans Strategic Management Plan, with a focus on the following five goals: 1) Safety and Health, 2) Stewardship and Efficiency, 3) Sustainability Livability and Economy, 4) System Performance, and 5) Organizational Excellence. The Sustainability goal sets a target to achieve 15% reduction of statewide per capita VMT relative to 2010 baseline.

Caltrans Work Elements also promote the Department's objectives in its various transportation plans including the California Transportation Plan 2050 (CTP 2050), California Freight Mobility Plan (2020), Smart Mobility Framework Guide (2020), Complete Streets and Interregional Transportation Strategic Plan. In addition, Caltrans Work Elements fulfill the Department's responsibility to steward federal transportation planning funds. The Work Elements stress the inclusion of the Tribal Governments and under-represented communities of concern in the State and regional 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. Integration of the two planning processes are in response to the passage of Assembly Bill 32, Senate Bill 375 and subsequent legislations. Reducing 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 CTP 2050 and it was signed by the Secretary of the California State Transportation Agency (CalSTA) in February 2021. The CTP presents a long-term vision with a set of supporting goals, policies, and recommendations to help guide transportation-related decisions and investments to meet the State's future mobility needs and reduce greenhouse gas (GHG) emissions.

Moreover, the CTP addresses Equity by implementing statewide strategies that analyze transportation, economic, climate, and racial & social inequities that drastically impact vulnerable and underserved

communities. Caltrans acknowledges that historically and contemporary marginalized communities of color experience fewer benefits and a more significant share of negative impacts of our State's transportation system. Some of these disparities reflect a history of transportation decision-making, policy, processes, planning, design, and construction that lack community consensus, place barriers, divide communities, and amplify racial inequities, particularly among Black/African American and Latino communities. Caltrans recognizes its leadership role and significant responsibility to eliminate barriers to provide more equitable transportation for all Californians.

Senate Bill 1 was signed into law in April 2017 also known as the Road Repair and Accountability Act of 2017. This State transportation funding bill will provide revenues of roughly \$50 billion over the next ten years to maintain and integrate the State's multi-modal transportation system. SB 1 allocated \$25 million in additional Caltrans Sustainable Communities Grant fund beginning with the Fiscal Year 2017/18 grant cycle to aid regional and local planning efforts. A similar funding allocation was provided in the FY 2018/19 and FY 2019/20 grant cycles. About half of the funding provided for each of these fiscal years was distributed to the MPOs on a formula basis. The formula grant funding is aimed to support and implement Regional Transportation Plans (RTP) and Sustainable Communities Strategies (SCS) efforts where appropriate, and to help achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050 respectively. SB 1 had also allocated \$20 million in climate change adaptation planning grants to local and regional agencies for adaptation planning through the FY 2019/20 funding cycle.

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

Objectives

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

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

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

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

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

Previous and Ongoing Related Work

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

Current Tasks

- Review & comment on Draft Materials.
- 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) or virtual meetings.
- Assist HQ in coordinating any public workshops held in the District in-person or virtually.

Products	Estimated Completion Date
CTP Implementation Element	Ongoing 2020/21 to 21/22
Estimated Cost by Funding Source	Estimated Person-Months and Cost
Not funded through the OWP process	N/A

Work Element 6.2 – System Planning

Objectives

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

Serve as Caltrans transportation planning liaisons with regional agencies and County Transportation Agencies (CTAs).

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

Analyze the multimodal system 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 Transportation Improvement Program (ITIP) through a focused analysis of the Interregional Road System (IRRS) corridors traversing District 4, and (2) the Regional Transportation Improvement Program (RTIP) and corridors defined in coordination with MTC and the nine Bay Area CTAs.

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), Corridor Plans (CPs) and other district, local, regional, and statewide planning documents such as Comprehensive Multimodal Corridor Plans (CMCPs).

Integrate State modal plans and District 4 active transportation plans into System Planning processes and products to support multimodal projects.

Help secure project funding from various federal and State programs, including, but not limited to, ITIP and SB 1 competitive programs.

Current Tasks

Update and lead the analysis and preparation of TCRs, CPs, and CMCPs 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, CPs, Corridor System Management Plans (CSMP), CMCPs, the ITSP, the District System Management Plan (DSMP) and accompanying Multi-Objective Non-SHOPP Transportation Equity Report (MONSTER) List.

Participate in or lead project prioritization and nomination to various federal and State funding programs, including, but not limited to, ITIP and SB 1 competitive programs.

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 County Transportation Agencies (CTA) 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, CTAs, local and regional transportation planning agencies by participating in partnership studies.
Attend and participate in CTA local and regional transportation planning agencies meetings and Technical Advisory Committees (TAC).

Tasks

Provide expertise to CTAs, 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 CTAs, local and regional transportation planning agencies to discuss projects, plans and studies.
As an active partner, attend and participate in CTAs, local and regional transportation planning agencies Policy and Technical Advisory Committee meetings as necessary.
Coordinate with MTC, CTAs, 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 Strategic Partnerships 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 ORP 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 ORP on unresolved/reoccurring issues in previous OWPs.
Assist Planning Managers in the administration of FHWA Strategic Partnership grants under Caltrans Sustainable Transportation Planning Grant Program.
Attend workshops/seminars to update and improve processes and best practices for efficient and complete work products.

Tasks

Transmit to MTC the initial allocations estimate (range) for the Consolidated Planning Grant (CPG) for the FHWA PL and the FTA 5303 annual grant as it becomes available from FHWA/FTA and/or ORP.
Transmit to MTC the final allocations for the CPG as it becomes available
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 ORP 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 ORP 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, delivered products, and completed in accordance with work elements in the OWP and Federal and State requirements.

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

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 2022
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
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Work Element 6.5 – Local Development/Inter-Governmental Review (LD/IGR)

Objectives

To implement SB 743 requirements, which aims to reduce vehicle miles traveled (VMT) and subsequently, greenhouse gas emissions via the following: ensure that development-related safety impacts to users of state transportation facilities are identified and mitigated to the maximum extent feasible; achieve Caltrans Strategic Management Plan targets of increasing non-auto mode transportation shares; advance the California Transportation Plan goals of providing multimodal accessibility for all people; support a vibrant economy and improve public safety. D4 LD/IGR promotes transportation choices by applying Caltrans Smart Mobility Framework, the Metropolitan Transportation Commission’s Sustainable Communities Strategy, and the Association of Bay Area Government’s Priority Development Areas to CEQA reviews. LD/IGR programs achieve 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 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 various 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
• Written comments to LAs on their proposed projects and environmental documents.	Ongoing
• Documents on Tribal government-to-government relations	Ongoing
Estimated cost by funding source	Estimated Person-Months and Cost
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, estimate support and capital costs for programming purposes.
- Assess potential project development risks that will impact the project deliveries.

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

Previous and Ongoing Related Work

- Implement guidance and requirements of SB 1, 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 are currently listed in the 10-Year SHOPP Plan and are candidate projects for SHOPP.
- Prepare PIDs for projects eligible for Regional Measures Toll Bridge Program funding.

Tasks

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

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

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Completion

Ongoing

Estimated Person-Months and Cost

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, and involve Tribal Governments.
Share with the Tribes funding and training opportunities as well as federal and state initiatives.
Respond in a timely fashion requests from Tribes and coordinate with appropriate internal functional units in the response.

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 effort is in support of the previous Environmental Justice Grant Program, in compliance with the federal Transportation Planning goals under 23CFR134, 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 Headquarters in regard to Environmental Justice Planning, Smart Growth, Livable Communities, and Public Participation concepts and policies.

Coordinate with the Metropolitan Transportation Commission (MTC) and local agencies in regard 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
 Documentation of outreach efforts and meetings with traditionally under-represented and under-served populations and their community leaders

Varies with the Award Year
 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 C** 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 equitably expand transportation choices 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 A for project descriptions of the active Transportation Planning Grant projects.

Caltrans Planning Public Engagement Contract Efforts

The fifth Caltrans Statewide Planning Public Engagement Contract was awarded in April 2019. Under this \$1.2 million contract, work is authorized for well-defined public outreach and engagement efforts related to transportation plans, programs, and projects in the early planning stages. The on-call contract supports the most high-profile, complex transportation planning efforts and provides technical support for Caltrans staff to conduct more day-to-day outreach and engagement work.

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

The on-call contract is currently being utilized to support engagement for the District 4 Pedestrian Plan.

Estimated Cost by Funding Source

Estimated Cost

Not Funded through the OWP Process

N/A

Work Element 6.10 – Pedestrian Coordination

Objectives

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

Description

The District Planning staff works to improve pedestrian safety, access, and mobility by performing planning and design review for projects proposed for the State highway system, working with 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.
Develop the Caltrans District 4 Pedestrian Plan, which will identify and prioritize pedestrian improvements 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

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:

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

Coordinated quarterly meetings of the Caltrans District 4 Bicycle Advisory Committee consisting of representatives of Bay Area transportation agencies and advocacy groups. The committee’s role is to review Caltrans projects and policies with an aim toward improving bicycle safety, mobility, and access on and across the State Highway System.

Coordinated Caltrans’ participation in Bike to Work Day.

Initiate project proposals for potential funding from the Active Transportation Program and other programs.

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.

Developed the Caltrans Bay Area Bike Highway Study, which will evaluate opportunities to implement long-distance, low-stress bikeways parallel to state highway corridors.

Tasks

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

Products

Review and provide input on planning and design-level documents

Coordinate District 4 Bicycle Advisory Committee

Estimated Completion Date

Ongoing

Quarterly

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Month & Cost

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, the 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 Rail and Mass Transportation (DRMT) and the Division of Research, Innovation & System Information (DRISI) on statewide modal issues. Externally, this office develops partnership with other agencies to promote and enhance strategies that encourage alternative modes of transportation.

Previous Related Work

Coordinating with Samtrans for the repurposing of Colma P&R for potential transit-oriented development.

Coordinating with multiple Stakeholders to address Golden Gate Vista Point congestion.

Coordinating with Capitol Corridor on planning a new station at the Ardenwood Park-and-Ride lot in City of Fremont.

Tasks

Coordinate with local agencies to improve the State Highway System to optimize alternative modes of transportation.

Review Caltrans project development documents and ensure that alternative modes of transportation are considered and accommodated wherever feasible.

Provide project management support for transit projects on the State Highway System.

Participate on Project Development Teams (PDTs) for projects with transit components.

Seek partnership opportunities to improve and expand the District P&R system.

Plan for improved and new P&R lots

Participate on PDTs for projects with P&R components.

Estimated cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.13 – Goods Movement Planning/Partnerships

Objectives

The primary responsibility of the District 4 Freight Planning and Coordination Branch is to serve as the District policy and technical specialist concerning the development of projects, strategies, and plans relating to the international, interregional and regional movement of freight. The Freight Planning and Coordination 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, intermodal yards, and warehouse facilities. The Freight Planning and Coordination Branch represents the District through cooperation with federal, state, regional, county, local agencies, and stakeholders supporting a multi-jurisdictional transportation planning process.

Description

The Freight Planning and Coordination Branch develop strategies, policies, and methodologies to improve the efficient movement of freight through the State’s multimodal transportation system. All freight modes and intermodal connections are considered in the ongoing effort to facilitate efficient, equitable, 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, and 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 Caltrans System Planning products.
- Review and coordination of internal and external project development documentation for freight system consideration and inclusion.

Product	Estimated Completion Date
Internal/external project and policy documents	Ongoing
Estimated Cost by Funding Source	Estimated Person-Months and Cost
Not funded through OWP process	N/A

Work Element 6.14 – Transportation Conformity and Air Quality Planning

Objectives

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

Description

- Anytime MTC develops or amends the RTP and/or TIP for the region, they must prepare a Transportation-Air Quality Conformity Analysis to demonstrate how the transportation activities in the RTP and TIP will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The goal of transportation conformity is to ensure that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals given to highway and public transportation activities are consistent with air quality goals. The air quality standards addressed in the conformity analysis include ozone, carbon monoxide and fine particulate matter (PM2.5) standards.
- MTC Resolution No. 3757 outlines procedures to be undertaken by the MTC, U.S. Environmental Protection Agency (EPA), California Department of Transportation (Caltrans), FHWA, FTA, State and local air agencies before making transportation conformity determinations on the RTP and TIP. Interagency consultation on transportation conformity and related air quality planning is facilitated through the Air Quality Conformity Task Force.
- MTC Resolution No. 3946 outlines procedures to be undertaken by MTC, EPA, Caltrans, FHWA, FTA, and State and local air agencies regarding interagency consultation procedures for PM2.5 hot-spot analyses for the Bay Area. Interagency consultation on project level PM2.5 conformity is also facilitated through MTC's Air Quality Conformity Task Force. Because the Bay Area is designated as a PM2.5 non-attainment area, Bay Area project sponsors are required to undergo project-level conformity determinations for PM2.5 if their project meets certain criteria for projects of air quality concern.

Previous and Ongoing Related Work

Reviewed Transportation Air Quality Conformity Analysis for the Amended Transportation 2040 Plan and the Amended 2021 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 the 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

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

Estimated Completion Date

Monthly
As Needed
As Needed

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.15 – 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 State and Bay Area 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 2021 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 May 2011, Caltrans released the “Guidance on Incorporating Sea Level Rise: For use in the planning and development of Project Initiation Documents”. The guidance is intended for use by Caltrans Planning staff and Project Development Teams to determine whether and how to incorporate sea level rise concerns into the programming and design of Department projects.

In 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 2017, Caltrans released the District 4 Climate Change Vulnerability Assessment package. The Summary Report provides a high-level review of potential climate impacts to the State Highway System, while the Technical Reports present detail on the technical processes used to identify these impacts.

In 2020, BCDC released The Adapting to Rising Tides (ART) Bay Area report. It is the first ever regional comparison of the impacts of sea level rise on people, the environment, and the regional systems we rely on. This report provides a better understanding of where we are vulnerable and lays out a pathway to plan for the future. The study was a collaborative effort between BCDC, MTC and BARC, and was funded by a Caltrans Sustainable Transportation Planning Grant and supplemented with funding provided by the Bay Area Toll Authority.

Previous and Ongoing Related Work

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

Tasks

Staff will continue monitoring and providing input on updates to the California Climate Adaptation Strategy and Climate Action Team Reports to the Governor and Legislature.
Monitor and evaluate programs and projects in the 2021 RTP/SCS for their effectiveness in reducing GHG emissions.
Staff will assist with and ensure that Project Initiation Documents incorporate sea level rise concerns as needed, as defined in the May 16, 2011 guidance.
Staff will remain engaged with BCDC in continued development of the Adapting to Rising Tides projects and the BayAdapt Study.
Staff will continue working with HQ, and local and regional partners on planning and implementing effective climate change resiliency strategies.

Products

Estimated Completion Date

BCDC ART Project	Complete
Caltrans District 4 Vulnerability Assessment	Complete
Caltrans District 4 Adaptation Priorities Report	Complete
BCDC ART Program	Ongoing
BCDC BayAdapt	Ongoing

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 using agreements. Funding sources include Senate Bill (SB) 1, Traffic Congestion Relief Program (TCRP), State Highway Account (SHA), Public Transportation Account (PTA), and Propositions 1A, 1B, and 116.

Previous and Ongoing Related Work

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

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

Estimated Completion Date

- Ongoing
- Ongoing
- Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process.

Estimated Person Months and Cost

N/A

Work Element 7.2 – Federal Assistance for Public Transportation Projects in Non-Urbanized Areas

Objective

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

Description

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

- Serve as the liaison between Division of Rail and Mass Transportation (DRMT) and local transit agencies in District 4.
- Participate in Roundtable/Teleconference meetings and transit training classes, studies and workshops, including those regarding regional transportation plans and sustainable communities’ strategies.
- Provide quarterly reports updating the DRMT on district efforts.
- Track and report finalized work and complete reports in a timely manner. Assist transit grant recipients with program requirements and all Federal and State compliance.
- 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 the DRMT.
- Conduct triannual monitoring of Federally funded projects, including operations, vehicle and facility infrastructure projects using forms in the BlackCat grant management system.
- Conduct triannual on-site monitoring of local agencies to ensure compliance of procurement and asset management, disposition of assets, maintenance procedures, school bus, charter bus, ADA, Title VI, Drug and Alcohol, Fixed Route, Paratransit, and Demand Response Services (use forms from BlackCat).
- Review agency websites to ensure FTA compliance and that services posted on the website accurately reflect services currently in operation.
- Conduct annual on-site federal compliance reviews.
- Conduct annual secret rider reviews on local agency transit systems using forms in BlackCat to ensure Federal compliance.

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, join carpools, and 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. It guides proposed improvements and the planning and development of additional facilities as appropriate. Activities include coordination of maintenance, vehicle code enforcement, and review of non-rideshare and permitted use requests. Coordination requires interaction with other Caltrans functional units, transit providers, citizens, and public or private entities.

Previous and Ongoing Related Work

- Operate and coordinate maintenance & parking enforcement of State owned park-and-ride facilities.
- Participate on Project Development Teams (PDTs) to address operational issues at the conceptual development phase of planning improved or new P& R projects.
- Provide program guidelines and respond to requests for rideshare and facility information.

Tasks

- Perform annual inventory surveys and prepare census (usage) reports of existing park-and-ride lots.
- Maintain D4 park-and-ride computer databases, reports, maps, webpage and files of park-and-ride lot projects and inventory.
- Address ongoing requests/inquiries for park-and-ride lot maintenance and services.
- Operate an exclusive park-and-ride 1-800 telephone number to provide rideshare & facility information and respond to user concerns.
- Coordinate park-and-ride facility rehabilitation & operational or safety improvements with Caltrans functional units.
- Request as needed California Highway Patrol enforcement of traffic/parking regulations at facilities or to address safety/security issues at facilities.
- Coordinate maintenance and assign bicycle lockers at Caltrans park-and-ride lots.

Products

- Project Reports
- Annual Program Inventory

Estimated Completion Date

- Ongoing
- Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.1 – Traffic Operations System

Objectives

To implement, operate, monitor, and maintain the Traffic Operations System (TOS) for the Bay Area freeways, as stipulated in the Caltrans TMS Master Plan, to improve vehicle-operating speeds and reduce freeway delays caused by incidents 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

- TOS projects in nine counties and seven toll bridges
- Operate ramp metering system

Estimated Completion Date

- Ongoing
- Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.2 – Freeway Service Patrol

Objectives

Together, Caltrans, the California Highway Patrol (CHP), and the MTC Service Authority for Freeways and Expressways (MTC SAFE) developed the Freeway Service Patrol (FSP) program on Bay Area Freeways in 1992. The FSPs assist in transportation system management efforts, 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 reduced 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

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

Estimated Completion Date

Monthly

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.3 – SMART Corridor Project

Objectives

Assist the local and regional SMART Corridors (Silicon Valley SMART Corridor, East Bay SMART Corridor, SFGO, San Mateo SMART Corridor, and I-580 SMART Corridor) to enhance cooperation, improve traffic flow, manage incident related traffic and reduce single occupant vehicle (SOV) demand.

Description

The SMART Corridor agencies are developing solutions to improve traffic conditions in critical Bay Area corridors. To achieve the objectives, several options are being developed including real-time traffic surveillance and data collection, signal coordination, transit and HOV improvements.

Previous and Ongoing Related Work

- Participation in Fremont-Milpitas SMART corridor project.
- Participation in SV-ITS Enhancement project.
- Coordination with City of San Francisco on SFGO project. East Bay Smart Corridor-monitor construction in San Pablo and International Blvd./Hesperian corridors
- Participate in the development of the I-580 Tri-Valley Smart Corridor
- Participation in San Mateo SMART Corridor project.

Tasks

- Attend steering committee meetings.
- Provide existing traffic and TOS information

Products

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

Estimated Completion Date

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

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 9.1 – Regional Modeling Coordination Study

Objectives

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

Description

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

Previous and Ongoing Related Work

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

Current Tasks

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

Products

Travel Demand Model for Sustainable Community Strategy Land Use

Estimated Completion Date

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 9.2 – Data Management and Coordination Activities

Objectives

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

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

Description

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

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

The Department develops and maintains vast amounts of geospatial data in a GIS format. Still, 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 to be readily available to analysts and 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 BayGEO, California GIS Council meetings, California GIS User Group meetings, 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.

Represent District 4 on the Caltrans HQ Enterprise Data Governance Committee.

Tasks

Enhance and maintain files in geospatial data library.

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

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

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

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

Support collection of geospatial transportation asset data in Maintenance program.

In concert with appropriate HQs functional units and partner agencies, support activities related to the ongoing review and processing of Functional Classification change requests.

Products

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

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Completion Date

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

Estimated Person-Months and Cost

N/A

Work Element 9.3 - Transportation Monitoring

Objectives

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

Description

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

Previous and Ongoing Related Work

- Establish travel trends and provide data for project-related documents such as project reports and environmental documents
- Develop baseline data for modeling and forecasting
- Determine usage, violation and vehicle occupancy rates on State highways with managed lanes
- Determine the magnitude of congestion and delay trends on State highways

Tasks

- Obtain counts from 13 permanent stations in the District to provide continuous count each day for the entire year.
- Obtain counts from approximately one-third of the 380 control stations four times each year for one week.
- Obtain counts from approximately one-third of the 3136 ramp count locations once a year.
- Profile point locations for one week each year (profile points locations are located between control stations and are scheduled to be counted along with their respective control stations), as resources allow.
- Conduct hand counts at one-third of the District's 523 truck classification locations each year, by the number of axles, during six-hour time periods, as resources allow.
- Monitor and manage all District mainline managed lanes and toll bridges. Collect vehicle volumes, vehicle occupancy, travel time and time savings data, as resources allow.
- Monitor all District freeways and collect data on congestion including delay, duration and length of congestion, as resources are available.

Products	Estimated Completion Date
Annual Managed Lane Report	Ongoing
Quarterly/Annual Mobility Performance Report	Ongoing
Annual Traffic Volumes on CA State Highways	Ongoing
Annual Ramp Volumes on CA State Highways	Ongoing
Annual Average Daily Truck Traffic on CA State Highways	Ongoing

Estimated Cost by Funding Source Estimated Person-Months and Cost

Not funded through OWP process N/A

UNIFIED WORK PROGRAM

METROPOLITAN TRANSPORTATION COMMISSION

FY 2021-22

APRIL 2022

Amendment No. 3

WORK ELEMENTS FUNDED BY THE CONSOLIDATED PLANNING GRANT (CPG)

FY 2021-22 OWP - Amendment No. 2

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

Project Manager: John Goodwin/Ursula Vogler

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits		\$	3,066,832
Indirect			1,535,257
Other Operating			132,000
Consultants			1,085,000
Total Expenses		\$	5,819,089

REVENUES

FHWA PL (FY 2021-22)		\$	1,983,345
Toll Credits	227,490		
FTA 5303 (FY 2021-22)			1,200,000
Toll Credits	137,640		
BATA Reimbursement			377,500
STA			50,000
RM2 Operating			150,000
REAP (HCD)			45,000
BAIFA			25,000
General Fund			1,988,244
Total Revenues		\$	5,819,089

Federal Share

54.71%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- Involve the interested public in transportation planning, fund programming and allocation processes, including those in under-represented groups.
- Inform the media and public about current transportation activities, including regional operations projects, such as 511, Clipper® and Freeway Service Patrol.
- Provide opportunities for early and continuous public participation in the transportation planning process in accordance with the Fixing America's Surface Transportation Act (FAST Act) and federal policy by means of organized outreach and involvement activities, and through the Policy Advisory Council.
- Provide opportunities for public participation in the development of the Regional Transportation Plan/Sustainable Communities Strategy (Plan Bay Area 2050).
- Conduct government-to-government consultation with Tribal governments of federally recognized Native American tribes regarding planning and programming activities.

Description

Public Participation under State and Federal Law

- Federal law requires MTC — when developing the Regional Transportation Plan and the Transportation Improvement Program (TIP) — to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, MTC's Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.
- Under state law (revised most recently in 2008 by SB 375 (Steinberg)), MTC and the Association of Bay Area Governments must develop a regional Sustainable Communities Strategy (SCS) 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. This fiscal year, SB 146 was passed which allowed for SCS engagement to be conducted digitally and by non-traditional means.

Public Participation Plan

- State law requires a separate Public Participation Plan for development of the Sustainable Communities Strategy and the regional transportation

plan. This plan is rooted in the principles that are included in MTC's federally required Public Participation Plan, along with the requirements outlined in SB 375.

C. Planning Factors Addressed

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

D. Previous Accomplishments

- | | |
|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objectives | <ul style="list-style-type: none">• Same as above |
| Accomplishments | <ul style="list-style-type: none">• Completion of Plan Bay Area 2050 public engagement• Establishment of a digital engagement program |
| Work Products | <ul style="list-style-type: none">• Plan Bay Area 2050 document and website• <i>E-News</i> – MTC's electronic newsletter• Press releases, media advisories, etc.• E-mail notifications; contact database• Brochures, postcards as needed• Website updates• Public meetings, workshops and regional forums• Videos and social media content• Implemented various elements of the Climate Initiatives Outreach Program, including Spare the Air Youth program. |

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff monthly meetings of the Policy Advisory Council	<ul style="list-style-type: none"> Meeting agendas and packets Staff reports Presentation materials 	FHWA PL/ FTA 5303/ General Fund	07/01/21	06/30/22
2.	Staff the Equity and Access Subcommittee as needed	<ul style="list-style-type: none"> Meeting agendas and packets Staff reports Presentation materials 	FHWA PL/ FTA 5303/ General Fund	07/01/21	06/30/22
3.	Staff the Fare Integration/Coordination Subcommittee as needed	<ul style="list-style-type: none"> Meeting agendas and packets Staff reports Presentation materials 	FHWA PL/ FTA 5303/ General Fund	07/01/21	06/30/22
4.	Attend the Regional Equity Working Group, as needed	<ul style="list-style-type: none"> Staff reports, as needed 	FHWA PL/ FTA 5303/ General Fund	07/01/21	06/30/22
5.	Plan and implement the annual meeting with the Commission and the Council	<ul style="list-style-type: none"> Meeting agenda Presentation materials 	FHWA PL/ FTA 5303/ General Fund	07/01/21	06/30/22
6.	Assist with Council reports/ motions to the Commission	<ul style="list-style-type: none"> Prepare memos, as needed 	FHWA PL/ FTA 5303/ General Fund	07/01/21	06/30/22
7.	Plan, implement and complete any recruitment, as needed, to fill vacancies that arise in the Council's four-year term	<ul style="list-style-type: none"> Press release, interview candidates, meet with Commissioners, as needed 	FHWA PL/ FTA 5303/ General Fund	07/01/21	06/30/22
8.	Continue orientation for Council advisors appointed in 2021-22, as needed	<ul style="list-style-type: none"> Presentations, as needed 	FHWA PL/ FTA 5303/ General Fund	07/01/21	06/30/22

F. Anticipated Future Activities (FY 2022-23)

- | | |
|--------------------------|---------------------------------------------------------------------------|
| Anticipated | ▪ Update the Public Participation Plan |
| Future Activities | ▪ Continue to implement Plan Bay Area 2050 Implementation Plan engagement |
| | ▪ Continue to implement/manage Climate Initiatives Outreach Program |
| | ▪ Ongoing activities, as needed |

Work Element 1113: Support the Partnership Board

Project Manager: John Salee

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits	\$	670,147
Indirect		335,477
Other Operating		-
Consultants		-
Total Expenses	\$	1,005,624

REVENUES

FHWA PL (FY 2021-22)		\$	418,123
Toll Credits	47,959		
General Fund			587,501
Total Revenues		\$	1,005,624

Federal Share 41.58%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

- | | |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objectives | <ul style="list-style-type: none"> ▪ Facilitate regional coordination of planning and programming issues with federal, state, regional and local agencies and transportation stakeholders. |
| Description | <ul style="list-style-type: none"> ▪ Consult with the Bay Area Partnership Board and its subcommittees as needed on prospective regional policy issues. ▪ Following Committees: <ul style="list-style-type: none"> ▪ Partnership Technical Advisory Committee ▪ Programming and Delivery Working Group ▪ Transit Finance Working Group ▪ Local Streets and Roads Working Group |

C. Planning Factors Addressed

- Planning Factors Addressed**
- The economic vitality of the metropolitan area, especially by enabling global Support competitiveness, productivity, and efficiency;
 - Increase the safety of the transportation system for motorized and non-motorized users;
 - Increase the security of the transportation system for motorized and non-motorized users;
 - Increase the accessibility and mobility of people and freight;
 - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - Promote efficient system management and operation;
 - Emphasize the state of good repair of the existing transportation system

D. Previous Accomplishments

- Objectives**
- Same as above

- Accomplishments**
- Met with Partnership and subcommittees on:
- Plan Bay Area 2050;
 - One Bay Area Grant Program;
 - Goods Movement Investment Strategy
 - New State Programs including those created by Senate Bill 1;
 - 2020 Regional Transportation Improvement Program (RTIP);
 - Performance metrics and targets;
 - Transit Sustainability Project;
 - Fund Programming and Project Delivery
 - Fare Integration; and Seamless Mobility;

- Work Products**
- Partnership Technical Advisory Committee Meetings
 - Programming and Delivery Working Group Meetings
 - Transit Finance Working Group Meetings
 - Local Streets and Roads Working Group Meetings
 - Staff Reports to the Committees and Working Groups

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Conduct Partnership Board Meetings	<ul style="list-style-type: none"> • meetings as needed 	FHWA PL/ General Fund	07/01/21	06/30/22
2.	Conduct Partnership Technical Advisory Committee Meetings	<ul style="list-style-type: none"> • 3-4 meetings per year. Develop agenda and produce packet items. Coordinate and host meetings. 	FHWA PL/ General Fund	07/01/21	06/30/22

3.	Conduct Programming and Delivery Working Group Meetings	<ul style="list-style-type: none"> Quarterly meetings– Develop agenda and produce packet items. Coordinate and host meetings. 	FHWA PL/ General Fund	07/01/21	06/30/22
4.	Conduct Transit Finance Working Group Meetings	<ul style="list-style-type: none"> Monthly meetings. Develop agenda and produce packet items. Coordinate and host meetings. 	FHWA PL/ General Fund	07/01/21	06/30/22
5.	Conduct Local Streets and Roads Working Group Meetings	<ul style="list-style-type: none"> Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings. 	FHWA PL/ General Fund	07/01/21	06/30/22
6.	Conduct Joint Local Streets and Roads/ Programming and Delivery Working Group Meetings	<ul style="list-style-type: none"> Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings. 	FHWA PL/ General Fund	07/01/21	06/30/22

F. Anticipated Future Activities (FY 2022-23)

- Anticipated Future Activities**
- One Bay Area Grant implementation and initiate update;
 - Plan Bay Area 2050 Update;
 - Discussions of future funding opportunities;
 - Fare Integration;
 - Seamless Mobility
 - Federal grant programs (such as INFRA); Cap and Trade funding; Active Transportation Program;
 - FAST Act Reauthorization;
 - SAFE Rule implementation impacts;
 - Other transportation funding/program development

FY 2021-22 OWP - Amendment No. 2

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

Project Manager: Dave Vautin

A: Budget (FY 2021-22)

EXPENSES

Salaries and Benefits		\$	2,227,321
Indirect			1,114,998
Other Operating			-
Consultants			970,000
Total Expenses		\$	4,312,319

REVENUES

FHWA PL (FY 2021-22)		\$	919,061
Toll Credits	105,416		
FTA 5303 (FY 2021-22)			300,000
Toll Credits	34,410		
SB1 Formula Funds (FY 2021-22)			1,139,110
SB1 Formula Funds (FY 2020-21) C/O			16,757
HOV			176,313
California Strategic Growth Council			250,000
Surface Transportation Block Grant (STBG)			923,046
Toll Credits	105,873		
General Fund			588,032
Total Revenues		\$	4,312,319

Federal Share

49.67%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- Develop a safe, efficient and well-maintained regional transportation system, that when integrated with regional land-use patterns, serves the

mobility and access needs of goods and people per federal metropolitan planning statute (Title 23 U.S.C Section 134), state planning statute (Government Code Section 65080 et. seq of Chapter 2.5), and Senate Bill 375.

- Prepare the long-range plan in consultation with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans, tribal governments, Bay Area transportation agencies, local jurisdictions, community organizations, stakeholders, and the public.
- Prepare the Regional Transportation Plan as well as the Sustainable Communities Strategy per Senate Bill 375, in cooperation with the Association of Bay Area Governments, BAAQMD, BCDC, California Air Resources Board (CARB) and California Department of Housing and Community Development (HCD).
- Prepare a programmatic Environmental Impact Report (EIR) for Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in compliance with the California Environmental Quality Act (CEQA), FAST, Senate Bill (SB) 375 and all other applicable state and federal environmental laws.

Description

Plan Bay Area 2040 (Regional Transportation Plan/Sustainable Communities Strategy)

- The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guides the Bay Area’s growth over the next several decades, incorporating both federal and state transportation requirements and state land use requirements. The RTP/SCS is updated every four years and is adopted by both the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).
- Under California state law, the RTP/SCS must strive to reach the greenhouse gas (GHG) reduction targets established for each region by the CARB, while planning for sufficient housing for all income levels. The RTP/SCS must also be consistent with the Regional Housing Needs Determination and Allocation (RHND and RHNA).
- *Plan Bay Area 2040*, the region’s current RTP/SCS adopted in 2017, superseded the previous RTP/SCS (*Plan Bay Area*). *Plan Bay Area 2040* relied upon a focused growth land use strategy and a “Fix It First” transportation investment strategy. Compared to the previous cycle, *Plan Bay Area 2040* reflected a higher level of forecasted population and jobs; it met the same statewide GHG targets established for the prior cycle.
- Minor updates to *Plan Bay Area 2040* were made in Amendment #1 (adopted 2018) and Amendment #2 (adopted 2020).

Environmental Impact Report for Plan Bay Area 2040 (Regional Transportation Plan/Sustainable Communities Strategy)

- The programmatic EIR for *Plan Bay Area 2040* analyzed both the transportation and land use impacts of the RTP/SCS in compliance with CEQA, MAP-21, and SB 375. This program EIR serves as a first tier EIR that addresses the broad, region wide environmental effects of implementing (a) the transportation projects, programs and policies, and (b) land use development patterns included in the proposed RTP/SCS. This programmatic EIR proposed mitigation measures for all potentially significant impacts and was adopted in July 2017.

Horizon

- In preparation for the next long-range plan – *Plan Bay Area 2050* – MTC and ABAG developed a new “blue sky” planning initiative known as *Horizon*. Over the course of roughly 18 months, *Horizon* explored strategies and investments for transportation, land use, economic development, and environmental resilience to ensure they perform well under a suite of uncertainties – from technological changes to economic shifts. *Horizon* wrapped up in fall 2019, with the *Horizon* Final Futures Report released in winter 2020. More information on *Horizon* can be found in Section D below.

Plan Bay Area 2050 (RTP/SCS)

- *Plan Bay Area 2050* kicked off in fall 2019 and is anticipated to be adopted as the region’s new long-range plan in fall 2021 with an adopted vision to advance resilient and equitable strategies to ensure the Bay Area is more affordable, connected, diverse, healthy, and vibrant for all by 2050.
- Between fall 2019 and winter 2021, *Plan Bay Area 2050* focused on the Blueprint phase of the planning process, integrating high-performing strategies from *Horizon* to craft an integrated package of 35 transportation, housing, economic, and environmental strategies to advance the Plan vision.
- The Final Blueprint, adopted in winter 2021, was advanced into the final phase of the planning process, including CEQA environmental analysis to develop an EIR.
- This final phase of the planning process also includes development of the *Plan Bay Area 2050* Implementation Plan, which focuses on actions MTC/ABAG can take, in partnership with the public, private, and non-profit sectors, over the next 5 years to advance the 35 long-range strategies in the Final Blueprint.
- More information on *Plan Bay Area 2050* can be found in Section D below.

C. Planning Factors Addressed

Planning Factors Addressed

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

D. Previous Accomplishments

Objectives Accomplishments

- Same as above.
- MTC and ABAG adopted the 2017 RTP/SCS in July 2017, known as *Plan Bay Area 2040*.
- In 2018 and 2019, MTC and ABAG advanced the *Horizon* “blue sky” long-range planning process to identify high-performing strategies and investments that are resilient to a wide range of uncertainties. Over the course of fiscal year 2018-19, MTC and ABAG released Perspective Papers, created three Futures, conducted the first phase of analysis on Futures, and held a series of stakeholder and public workshops on *Horizon*. Over the course of fiscal year 2019-20, MTC and ABAG conducted the second phase of analysis on Futures and completed a robust Project Performance Assessment of the region’s ~90 largest transportation projects, culminating in the Futures Final Report.

Work Products

- MTC and ABAG adopted the 2017 RTP/SCS, as well as the program Environmental Impact Report (EIR) in July 2017. The adopted Plan included the following:
 - An updated transportation investment strategy reflecting new funding sources and new investments since the last RTP adoption
 - An updated forecasted land use pattern, including a new regional economic and demographic forecast
 - A suite of supplemental reports ranging from public

- outreach/engagement to travel and land use model documentation
 - A program EIR with specific mitigation measures and an analysis of a reasonable range of alternatives
- MTC and ABAG completed the *Horizon* long-range planning process in 2018 and 2019, including:
 - Identification of a suite of Guiding Principles (vision/goals) for *Horizon* based on over 10,000 comments from the public.
 - Three divergent futures (“what if...?” scenarios) were collaboratively identified for the Bay Area to stress-test strategies and investments. A first round of model-based analysis was completed in spring 2019, spurring strategy conversations with the public and stakeholders. A second round of model-based analysis was completed in fall 2019, integrating new strategies to yield more resilient and equitable outcomes.
 - Assessment of major transportation projects began with collection of project modeling details and finalization of the evaluation methodology. Performance findings were released fall 2019 in preparation for *Plan Bay Area 2050*.
 - Five Perspective Papers were released, identifying priority strategies associated with (1) Autonomous Vehicles, (2) Shared Mobility, (3) Regional Growth Strategies, (4) The Future of Jobs, and (5) Crossings.
 - Various in-person and digital outreach efforts were integrated into each strand of the *Horizon* planning process, including launch events for Perspective Papers, workshops on strategy development for the three futures, and technical stakeholder meetings on modeling and project performance.
- Links to relevant reports:
 - <http://2040.planbayarea.org/>
 - https://mtc.ca.gov/sites/default/files/Horz_Futures_OppsChallenge_031519.pdf
 - https://mtc.ca.gov/sites/default/files/Horz_Futures_Report.web.pdf
 - <https://mtc.ca.gov/our-work/plans-projects/horizon/perspective-papers>
 - https://mtc.ca.gov/sites/default/files/ProjectPerformance_FinalFindings_Jan2020.pdf

The *Horizon* process, while distinct from the official RTP/SCS, ultimately formed the foundation of *Plan Bay Area 2050*. *Horizon* focused on the concept of an uncertain future, with political, economic, technological, and environmental forces beyond the control of the Bay Area and its nearly eight million residents today. By exploring transportation, land use, economic development, and resilience

strategies against a suite of distinct and divergent futures (“what if...?” scenarios), MTC/ABAG was better able to understand which projects and policies will perform regardless of what happens next. Topics such as autonomous vehicles, natural disasters, climate change, automation of jobs, and economic boom-bust cycles were central to this planning process.

Following the completion of the *Horizon* initiative in fall 2019, *Plan Bay Area 2050* officially kicked off, integrating key findings from *Horizon* along with statutorily-required Plan preparatory work. This includes forecasts of housing and jobs (i.e., control totals) and revenue forecasts for the fiscally-constrained RTP/SCS.

SB1 Funded Accomplishments

FY 2018-19 - fund source number 2211

- Transportation Demand Management Perspective Paper- complete
- Regional Growth Strategies Perspective Paper- complete
- Future of Jobs Perspective Paper- complete

FY 2019-20 - fund source number: 2215

- Economy Element of Blueprint - complete
- Environment Element of Blueprint - complete
- Equity Strategies – complete

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff will prepare administrative modifications and amendments to the RTP, as needed. The number of RTP amendments are to be determined.	<ul style="list-style-type: none"> Administrative Amendment(s) 	FHWA PL/ FTA 5303	As needed	As needed
2.	Staff will continue to develop, manage, and monitor progress on the overall work plan and schedule for implementing the RTP/SCS.	<ul style="list-style-type: none"> Work plan and schedule 	FHWA PL/ FTA 5303	07/01/21	10/31/21
3.	Staff will attend and present policies and programs approved in the RTP/SCS at meetings of transportation agencies, local jurisdictions, and others, as requested.	<ul style="list-style-type: none"> Presentation materials 	FHWA PL/ FTA 5303	07/01/21	12/31/21
4.	Staff will engage in outreach with stakeholders through advisory working groups, elected officials through the MTC Planning Committee/ABAG Administrative Committee, and the public through outreach events on <i>Plan Bay Area 2050</i> .	<ul style="list-style-type: none"> Staff reports & presentation material Meeting agendas and notes 	FHWA PL/ FTA 5303	07/01/21	06/30/22

5.	Staff will develop a Final Plan Document for <i>Plan Bay Area 2050</i> , as well as associated technical reports.	<ul style="list-style-type: none"> • Final Plan Document • Presentation materials • Technical reports • Meeting agendas and notes 	FHWA PL/FTA 5303	07/01/21	10/31/21
6.	Staff will finalize the air quality conformity and equity analyses of <i>Plan Bay Area 2050</i> in compliance with Title VI.	<ul style="list-style-type: none"> • Staff reports • Presentation materials • Technical reports • Meeting agendas and notes 	FHWA PL/FTA 5303	07/01/21	10/31/21
7.	Staff, working with consultants from Ascent Environmental and legal consultants, will complete a Final Environmental Impact Report for <i>Plan Bay Area 2050</i> .	<ul style="list-style-type: none"> • Final EIR • Presentation materials 	General Fund	07/01/21	10/31/21
8.	Staff will complete the Final Implementation Plan for <i>Plan Bay Area 2050</i> and begin identifying near-term priorities for FY22 and FY23.	<ul style="list-style-type: none"> • Final Implementation Plan • Presentation materials 	FHWA PL/FTA 5303/General Fund/SALCP	07/01/21	12/31/21
9.	Staff will submit the Final Plan and address questions/concerns from federal and state agencies.	<ul style="list-style-type: none"> • Correspondence • Meeting agendas and notes 	FHWA PL/FTA 5303	10/01/21	03/31/22

F. Anticipated Future Activities (FY 2022-23)

Anticipated

- Adoption of *Plan Bay Area 2050* is anticipated in fall 2021.

Future Activities

- Staff will complete any amendments required to *Plan Bay Area 2050*. Staff will develop an initial work plan for *Plan Bay Area 2050 Update*, slated for adoption in 2025.

Fiscal Year 2019-20 (SB1 Planning Formula Funds)

Project Description

In fiscal year 2019-20, SB1 Planning Formula Funds provided funding to develop the Economic Development and Resilience elements of the draft and final Plan Bay Area 2050 Blueprint. These two new elements to the regional plan will help make the RTP/SCS more comprehensive and more relevant in an ever-changing regional planning environment. The Economic Development element will incorporate the distribution of future regional employment as well as strategies to address long-term equitable growth in the region. The Resilience element will incorporate strategies to address natural disasters – such as earthquakes – as well as impact from climate change – such as sea level rise. Alongside the traditional Transportation and Land Use elements, these new components of Plan Bay Area 2050 will advance into the Plan Document and EIR phase of work in summer 2020.

In addition, SB1 Planning Formula Funds will provide funding to support analysis of Plan Bay Area 2050 equity strategies. This will include support on data and geospatial analysis and support for the Regional Equity Working Group (REWG).

Responsible Parties

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

Overall Project Objectives

- Establish a regional vision for Economic Development and Resilience in the context of the RTP/SCS (Plan Bay Area 2050).
- Identify strategies to support this vision and integrate into the final Plan.
- Perform analysis for Plan Bay Area 2050 equity strategies
- Support the Regional Equity Working Group (REWG)

Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Develop the Economic Development and Resilience elements of the draft and final Plan Bay Area 2050 Blueprint to make progress towards key goals and targets.	<ul style="list-style-type: none"> Staff reports Presentation materials Technical reports Meeting agendas and notes 	SB1/ General Fund	09/01/19	06/30/20
2.	Analyze Plan Bay Area 2050 equity strategies	<ul style="list-style-type: none"> Staff reports Presentation materials Technical reports Meeting agendas and notes 	SB1/ General Fund	07/01/19	06/30/20

Fiscal Year 2020-21 (SB1 Planning Formula Funds)**Project Description**

In fiscal year 2020-21, SB1 Planning Formula Funds will provide funding to develop the Plan Bay Area 2050 Implementation Plan.

Plan Bay Area 2050 will expand upon the successful Action Plan from Plan Bay Area 2040 to create a wide-ranging Implementation Plan for transportation, housing, the economy, and the environment. The Implementation Plan will focus on the next four years of implementing actions that MTC/ABAG can lead or partner on to advance the bold 30-year strategies from the Final Plan Bay Area 2050.

Responsible Parties

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

Overall Project Objectives

- Gather critical feedback from the public on strategies and/or implementing actions of Plan Bay Area 2050 prior to its adoption in mid-2021
- Identify high-priority implementation actions for FY22 and beyond by crafting an Implementation Plan focused on shorter-term actions to support bold long range strategies

Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff will develop an Implementation Plan focused on shorter-term actions to implement <i>Plan Bay Area 2050</i> .	<ul style="list-style-type: none"> Implementation Plan Meeting agendas and notes 	SB1/ General Fund	07/01/20	06/30/21

*** Please note that federal funds are being used to support the development of a fiscally constrained long-range plan consistent with federal metropolitan planning statute**

Fiscal Year 2021-22 (SB1 Planning Formula Funds)

Project Description

In fiscal year 2021-22, SB1 Planning Formula Funds will provide funding to make updates to the Equity Priority Communities (formerly referred to as Communities of Concern) framework used in current and future Plan Bay Area iterations, as well as by MTC/ABAG and partners for funding and operations purposes.

MTC/ABAG is currently in the process of updating the nomenclature for these equity priority areas, which identify communities with above-average shares of low-income populations and/or communities of color. This is an important first step – to avoid terminology that may be viewed as outdated or patronizing – but there are also valid critiques about the quantitative framework used to identify these communities, which requires a longer process of deep data analyses and engagement. This project, envisioned to last throughout much of calendar year 2022, would explore potential revisions to the Equity Priority Communities methodology and framework and vet a revised approach with stakeholders and the public. Because the process will not kick off until winter or spring of 2022, future tasks will be reflected in the FY23 work plan; FY22 tasks are focused on peer reviews, data analyses, and initial stakeholder engagement activities.

Initial stakeholder and public engagement feedback, received during the Plan Bay Area 2050 process in 2020 and 2021, can form an initial foundation for this project. When complete, the project is intended to feed into the next update to Plan Bay Area (*Plan Bay Area 2050 Update*), which is anticipated to begin in 2023.

Responsible Parties

The integrated MTC/ABAG staff will lead this work, working in coordination with assistance from consultants as appropriate. Stakeholders will include county transportation agencies, local jurisdictions, equity organizations, and the public at-large.

Overall Project Objectives

- Explore potential options to redesign or reimagine the Equity Priority Communities framework
- Engage with internal and external stakeholders, as well as the public, on a refreshed approach that can be used to advance the agency’s Equity Platform and can be used as a foundational element of future updates to Plan Bay Area in 2025 and beyond

Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff will work with consultants (TBD) to conduct a review of peer agencies’ approaches to identify equity communities and assess tradeoffs.	<ul style="list-style-type: none"> • Slide decks • Memos 	SB1/ General Fund	03/01/22	04/30/22
2.	Staff will work with consultants (TBD) to conduct data analyses to support discussions on equity communities.	<ul style="list-style-type: none"> • Maps • Data tables • Slide decks • Memos 	SB1/ General Fund	03/01/22	06/30/22
3.	Staff will work with consultants (TBD) to engage with working groups and committees to begin discussions of key priorities in the redesign of Equity Priority Communities.	<ul style="list-style-type: none"> • Committee items • Memos • Slide decks 	SB1/ General Fund	05/01/22	06/30/22

FY 2021-22 OWP – Amendment No. 3

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

Project Manager: Kearey Smith/Lisa Zorn

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits		\$	3,408,892
Indirect			1,706,492
Other Operating			114,400
Consultants			2,853,392
Total Expenses		\$	8,083,176

REVENUES

FHWA PL (FY 2021-22)		\$	3,061,400
Toll Credits	351,143		-
FTA 5303 (FY 2021-22)			1,449,060
Toll Credits	166,207		-
FHWA PL (FY 2020-21) C/O			240,516
Toll Credits	27,587		-
FTA 5303 (FY 2020-21) C/O			763,481
Toll Credits	87,571		-
General Fund			1,968,718
Bay Area Air Quality (BAAQMD)			300,000
HOV			300,000
Total Revenues	632,508	\$	8,083,176

Federal Share

68.22%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives ■ Develop, maintain, and implement robust analytical tools capable of

supporting all manner of agency activities, including regional planning, federal and state air quality conformity; federal, state, and regional equity analyses; regional project performance assessment and federal and state performance monitoring; and, federal, state, and regional scenario analysis.

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

Description

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

C. Planning Factors Addressed

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

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system;
- Reduce or mitigate storm water impacts of surface transportation;
- Enhance travel and tourism.

D. Previous Accomplishments

Objectives

Accomplishments

- We used our state-of-the-practice land use model and activity-based travel model in support of each component of the 2021 Regional Transportation Plan and Sustainable Communities Strategy including our 2018-2019 Horizon initiative as well as the Draft and Final Blueprint analysis performed in 2020.
- Successfully collected consistent on-board survey data from more than fifteen regional transit operators (note: this work was paused during 2020 and COVID-19).
- Performed 2018-2019 travel survey to collect data from users and non-users of ride-hailing services in the San Francisco Bay Area; the survey informs behavioral trade-offs for incorporation into travel modeling.
- Developing, in cooperation with peer MPOs, an efficient, maintainable open source activity-based travel model platform (ActivitySim – <https://activitysim.github.io/>);
- Developing, in cooperation with peer MPOs, dynamic transit assignment software (Fast-Trips – <http://fast-trips.mtc.ca.gov/>);
- Developed a set of options for moving forward with an improved freight model development program;
- Worked with the Operations team to design a regional Dynamic Traffic Assignment model for implementation
- Entered into a memorandum of understanding with peer MPOs to cooperatively collect household travel survey information;
- Maintain an on-line searchable GIS data can be found in our data portal (<http://opendata.mtc.ca.gov/>);
- Supported MTC’s Vital Signs effort with an on-line data portal (<https://data.bayareametro.gov/>).
- Creating or are developing the following web-based tools: regional transportation plan project database, parking data inventory tool, residential housing permits, a traffic count database, Bay Area Spatial Information System, resiliency and emergency preparedness tools, and an asset management

tool.

- Developed online Master Data Management tool and data management modules for use in BASIS.
- Updates several key regional datasets used in support of several regional planning programs including Plan Bay Area 2050
- Integrated residential housing permit data with BASIS
- Developed Site Selection Tool to assist local jurisdictions with the development of site inventories that comply with these state requirements and to lift up best practices at the regional scale.
- Successfully integrated a spatial economic model with the travel model to predict land development patterns (including the impact of transportation on land development outcomes).
- Collaborative research on future mobility trends and estimation of potential impacts.
- Development of Regional Growth Forecast for Plan Bay Area 2050.

Work Products

- Plan Bay Area 2040 Technical Documentation and Maps
- Plan Bay Area 2050 Regional Growth Forecast
- Plan Bay Area 2050 Project Performance Findings (Nov 2019)
- Plan Bay Area 2050 Draft Blueprint Findings (Oct 2020)
- Plan Bay Area 2050 Final Blueprint Findings (Dec 2020)
- Plan Bay Area 2050 Draft Modeling Supplemental Report (April 2020)
- Model Development Documentation
- On-board Transit Survey Documentation
- ActivitySim Software and Documentation
- Fast-Trips Software and Documentation
- Open Data Portal
- BASIS Web Portal
- Housing Element Site Selection tool (BETA Release)
- Future Mobility Research Program

SB1 Funded Accomplishments

FY 2017-18 – fund source number 2210 (should this be deleted as it expired 6/30/2020?)

- Compiled Jurisdiction Residential Permit Data - complete
- Compiled Jurisdiction Housing Policies - complete
- Developed Website for Housing Permit - complete
- Developed Data Visualization and Reporting Tools for Permit and Housing - complete
- Compiled Bike and Pedestrian Count Data - complete
- Developed Bike-Pedestrian Count Website - complete

FY 2018-19 – fund source number 2211

- Maintain and Enhance Analytical Tools and Databases – ongoing. Travel Model 1.5 tool has been updated and calibrated; preliminary calibration/validation report released to partners. Used for Futures round 1 modeling.
- Improve freight modeling and traffic assignment procedures – Postponed. Freight model design options were presented and shared with stakeholders but given the large scope and resources needed for the project, it was put on hold.
- Improve land use model, aimed at better supporting transportation and land use coordination efforts – ongoing. UrbanSim 1.5 was used for Futures round 1 modeling.
- Continue collecting and analyzing transit on-board survey data collected via a joint effort with transit operators and use the information in travel model development activities and equity analysis – Wheels (LAVTA), WETA Ferries, ACE, Napa VINE Transit and Tri Delta Transit surveyed. Onboard data processing underwent a round of standardization.
- Continue the collection, refinement, documentation and use of local land use and zoning data in support of regional housing and transportation projects.

FY 2019-20 – fund source 2215

- Maintain and Enhance Analytical Tools and Databases –. Travel Model 1.5 and Bay Area UrbanSim were used for Horizon modeling and will be updated for the RTP/SCS.
- Continue collecting and analyzing transit on-board survey data collected via a joint effort with transit operators and use the information in travel model development activities and equity analysis – SamTrans, County Connection are being surveyed; the BART survey process is beginning.
- Continue the collection, refinement, documentation and use of local land use and zoning data in support of regional housing and transportation projects.

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff, in concert with a consultant team (WSP) will continue to develop the next generation travel model (TM2) for the Regional Transportation Plan and other applications. This model includes much higher spatial resolution as well as the integration of new assignment software	<ul style="list-style-type: none"> • Technical memos, reports, presentations, and code updates on github 	FHWA PL/FTA 5303	07/01/21	06/30/22
2.	Staff, in concert with a consultant team (TBD) will continue to update the land use allocation model, Bay Area UrbanSim, to integrate with TM2 for the next Regional Transportation Plan, including incorporating travel model compatibility updates, addressing forecast volatility, model calibration, validation and sensitivity analysis, and policy updates.	<ul style="list-style-type: none"> • Technical memos, reports, presentations, and code updates on github 	General Fund	07/01/21	06/30/22
3.	Staff will continue analyses on the Bay Area economy and demographics, including but not limited to analyses with the REMI economic model, on an as-needed basis.	<ul style="list-style-type: none"> • Technical memos, reports, presentations 	General Fund	07/01/21	06/30/22

4.	Staff will support agency planning activities with technical analysis, visual data summaries, and web based tools to facilitate collaboration, information collection and dissemination.	<ul style="list-style-type: none"> • Maps, technical memos, reports, interactive mapping applications and presentations 	FHWA PL/ FTA 5303	07/01/21	06/30/22
5.	Staff will manage and maintain GIS base map databases used by Bay Area Transportation Agencies.	<ul style="list-style-type: none"> • Data, online tools 	FHWA PL/ FTA 5303	07/01/21	06/30/22
6.	Staff will manage, maintain, and efficiently share all geo-spatial data associated with the Transportation Improvement Plan and the RTP/SCS.	<ul style="list-style-type: none"> • Maps, technical memos, reports, interactive mapping applications and presentations 	FHWA PL/ FTA 5303	07/01/21	06/30/22
7.	Staff will collaboratively work with SCAG, SANDAG, and SACOG staff to research on new mobility trends.	<ul style="list-style-type: none"> • Technical memos, reports, and presentations 	FHWA PL/ FTA 5303	07/01/21	06/30/22
8.	Staff will continue to conduct onboard transit passenger surveys to inform travel modeling, planning and research. This work will be done in partnership with transit operators and numerous consultants.	<ul style="list-style-type: none"> • Survey summary reports, compiled database 	FHWA PL/ FTA 5303	07/01/21	06/30/22
9.	Staff, working with a consultant team (TBD) and other partners, will begin work on a continuous regional household travel survey to inform travel modeling, planning and research.	<ul style="list-style-type: none"> • Technical memo 	FHWA PL/ FTA 5303	07/01/21	06/30/22

10.	Staff will continue work on the development of a regional land use database in support of housing and transportation planning coordination efforts	<ul style="list-style-type: none"> • Maps, technical memos, reports, interactive mapping applications and presentations 	General Fund/ HOV	07/01/21	06/30/22
11.	Staff will continue development on the Site Selection Tool in support of the REAP Technical assistance efforts	<ul style="list-style-type: none"> • Maps, technical memos, reports, interactive mapping applications and presentations 	General Fund	07/01/21	06/30/22

F. Anticipated Future Activities (FY 2022-23)

Anticipated Future Activities

- Supporting the modeling efforts of partner agencies (e.g. BART’s Link21 study) as well as County Transportation Agencies who are moving towards adopting MTC/ABAG modeling tools
- Ongoing data collection and model/tool development to support future Regional Transportation Plan/Sustainable Communities Strategies efforts

FY 2021-22 OWP - Amendment No. 3

Work Element 1125: Active Transportation Planning

Project Manager: Kara Oberg

A: Budget (FY 2021-22)

EXPENSES

Salaries and Benefits	\$	237,795
Indirect		119,039
Other Operating		-
Consultants		453,796
Total Expenses	\$	810,630

REVENUES

FHWA PL (FY 2021-22)		\$	135,607
Toll Credits	15,554		
FHWA PL (FY 2020-21) C/O			91,318
Toll Credits	10,474		
FTA 5303 (FY 2021-22)			150,000
Toll Credits	17,205		
FTA 5303 (FY 2020-21) C/O			362,478
Toll Credits	41,576		
General Fund			71,227
Total Revenues		\$	810,630

Federal Share

35.23%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

- Objectives**
- Implement and update 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.
 - 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. Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64. The Complete Streets Checklist is used by implementing agencies to evaluate bicycle and pedestrian facility needs and to identify its accommodation associated with regionally- funded roadway and transit projects consistent with applicable plans and/or standards. Currently, the Checklist is used for One Bay Area Grant (OBAG) and Active Transportation Program (ATP) .
 - MPOs develop a Sustainable Communities Strategy to house the region’s population and reach per capita greenhouse gas emissions reduction (GHG) targets per Senate Bill 375. Bicycling and walking are components to achieving these targets.

C. Planning Factors Addressed

- Planning Factors Addressed**
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 - Increase the safety of the transportation system for motorized and non-motorized users;
 - Increase the security of the transportation system for motorized and non-motorized users;
 - Increase the accessibility and mobility of people and for freight;
 - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - Promote efficient system management and operation;

- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system;
- Reduce or mitigate storm water impacts of surface transportation;
- Enhance travel and tourism

D. Previous Accomplishments

In the past year, accomplishments include:

- The review of all the Complete Streets Checklists for the ATP Program.
- Scoring of a handful of 2020 State and Regional ATP Applications
- Participation in MTC's Vision Zero Working Group.
- Developed a RFP and chose a consultant to lead parts of the Regional Active Transportation Plan

Hosted five Active Transportation Working Group Meetings and recruited a new co-chair. See open meeting folder here:

<https://mtcdrive.box.com/s/9jnefkidt367uw659vavqm5ultospuxd>

SB1 funded accomplishments

FY 18-19 SB1 – fund source number 2211

Hired consultant and began implementation of the Regional Bike and Ped Count Program. Formed internal and external stakeholder groups to inform development of Count Program. Conducted extensive survey of a wide-variety of stakeholders for current count practices and future needs. Initiated development of count database. Develop draft regional bike/ped count protocols.

FY 17-18 - fund source number 2210

- Explored partnership opportunities with SCAG and Caltrans. Began working on the open-sourced website to house existing manual and automatic count data.

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff the Active Transportation Working Group (ATWG) – Ongoing, with end date reflecting that	<ul style="list-style-type: none"> Staff reports Presentation materials Meeting agendas and notes 	FHWA PL/ FTA 5303/ General Fund	07/01/21	Ongoing
2.	Manage a Regional Active Transportation Plan. Staff will manage this process in concert with a consultant team (Toole)	<ul style="list-style-type: none"> Active Transportation Plan TAC meeting agendas and notes 	FHWA PL/ FTA 5303	07/01/21	Ongoing
3.	As part of the regional Active Transportation Planning process, staff and consultant team will evaluate the effectiveness of the Complete Streets Policy and specifically the Complete Streets Checklist	<ul style="list-style-type: none"> Policy recommendations included in the Active Transportation Plan 	FHWA PL/ FTA 5303/ General Fund	07/01/21	06/30/22
4.	Staff and the consultant team will provide monitoring and policy development for the One Bay Area Grant Program	<ul style="list-style-type: none"> Coordination with CMAs to revise Complete Streets checklist and advise on local policies. Staff reports Presentation materials External recommendations to state agencies on project proposals. 	FHWA PL/ FTA 5303/ General Fund	07/01/21	06/30/22
5.	Staff and consultants will manage the Regional Bicycle & Pedestrian Counts Program	<ul style="list-style-type: none"> Continue to manage, implement and monitor bike/ped counts program. 	FHWA PL/ FTA 5303/ General Fund	07/01/21	Ongoing
6.	Staff recommendations on Active Transportation Program (ATP)	<ul style="list-style-type: none"> Contribute to staff recommendations to improve ATP 	FHWA PL/ FTA 5303/ General Fund	07/01/21	06/30/22

F. Anticipated Future Activities (FY 2022-23)

- Anticipated
Future Activities**
- Wrap up the Active Transportation Plan and evaluate any additional work, which may include:
 - Funding Analysis, Counter Program and Technical Assistance

FY 2021-22 OWP - Amendment No. 2

Work Element 1127: Regional Trails

Project Manager: Toshi Shepard-Ohta

A: Budget (FY 2021-22)

EXPENSES

Salaries and Benefits	\$	1,075,952
Indirect		538,623
Other Operating		-
Consultants		6,324,000
Total Expenses	\$	7,938,575

REVENUES

FHWA PL (FY 2021-22)		\$	400,000
Toll Credits	45,880		
Coastal Conservancy			79,389
2% Transit Transfer			700,000
MTC Exchange Funds			6,133,441
5% Transit Transfer			281,706
Bay Trail Nonprofit Fund			10,000
General Fund			334,039
Total Revenues		\$	7,938,575

Federal Share

5.04%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives	<ul style="list-style-type: none"> • Complete the remaining gaps in the San Francisco Bay Trail and implement the San Francisco Bay Area Water Trail. • Seek and provide funding to implementing agencies to significantly advance the development of the Bay Trail and Water Trail. • Expand awareness of the Bay Trail and Water Trail through creative public outreach tools. • Provide local agency technical assistance to support trail development and operation. • Incorporate regional trails into the policy and modeling framework of Plan Bay Area 2050.
Description	This work element comprises grant contract management, technical assistance, analysis, partnership building, public outreach and non-profit administration pertaining to regional trail planning and implementation.

C. Planning Factors Addressed

Planning Factors Addressed	<ul style="list-style-type: none"> • Encourage mode shift and reduction of greenhouse gas emissions; • Improve the connectivity and functionality of the regional trail recreation and transportation system; • Increase public awareness of regional trail networks; • Improve the health, safety and quality of life of the Bay Area public; • Enhance the integration and connectivity of the trail system, across and between modes; • Emphasize the preservation of the existing trail infrastructure; • Protect and enhance the environment, encourage active transportation, improve quality of life, and promote completion and use of the regional trail networks supported by local jurisdictions.
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D. Previous Accomplishments

Objectives	<ul style="list-style-type: none"> ▪ Same as above
Accomplishments	<ul style="list-style-type: none"> • Reached over 350 complete Bay Trail miles, over 70% of the entire network (December 2020) • Designated the 52nd Water Trail site (December 2020)
Work Products	<ul style="list-style-type: none"> ▪ Same as above

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Bay Trail / State Coastal Conservancy Block Grants	<ul style="list-style-type: none"> Contract management Work plans/budgets Plan Review Final Approval 	Coastal Conservancy/ 2% & 5% Transit Transfer	07/01/21	06/30/22
2.	Water Trail / State Coastal Conservancy Block Grant	<ul style="list-style-type: none"> Contract management Work plans/budgets Plan Review Final Approval 	Coastal Conservancy	07/01/21	06/30/22
3.	Bay Trail Gap Closures / Water Trail Implementation	<ul style="list-style-type: none"> Technical Assistance Analysis Local Development Review Regional Plan/EIR Consistency 	2% & 5% Transit Transfer/ FHWA PL/ Coastal Conservancy	07/01/21	06/30/22
4.	Strengthen Partnerships	<ul style="list-style-type: none"> Legislator Briefings Corporate / Stakeholder Relationships Annual Report 	2% & 5% Transit Transfer/ Coastal Conservancy	07/01/21	06/30/22
5.	Promote Awareness	<ul style="list-style-type: none"> Public Education Products New Mobility Guidance Public Presentations 	2% & 5% Transit Transfer/ MTC Exchange Funds/ Coastal Conservancy	07/01/21	06/30/22
6.	Secure Funding for Implementation	<ul style="list-style-type: none"> Track Multiple Funding Sources Technical Assistance Strategic Funding Plan 	2% & 5% Transit Transfer/ FHWA PL	07/01/21	06/30/22

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 	MTC Exchange Funds/ General Fund	07/01/21	06/30/22
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F. Anticipated Future Activities (FY 2022-23)

- Initiate Bay Trail Countdown to Completion (2023)
- Secure National Water Trail Designation (2022)
- Complete a Regional Trail Plan for the Bay Area (2022)

Work Element 1212: Performance Measurement and Monitoring**Project Manager: Raleigh McCoy****A. Budget (FY 2021-22)****EXPENSES**

Salaries and Benefits		\$	122,121
Indirect			61,134
Other Operating			-
Consultants			225,000
Total Expenses		\$	408,255

REVENUES

FHWA PL (FY 2021-22)		\$	84,853
Toll Credits	9,733		
FTA 5303 (FY 2021-22)			98,402
Toll Credits	11,286		
General Fund			225,000
Total Revenues		\$	408,255

Federal Share**44.89%**

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- Work with Bay Area partners and other stakeholders to identify performance measures related to transportation, land use, the environment, the economy, social equity, and related issue areas for use in long-range planning and performance monitoring
- Disseminate important regional datasets through portals such as Vital Signs to track a number of baseline indicators, increase access to data, and support the regional planning conversation
- 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 and maintain national performance measures per the requirements of MAP-21/FAST
- Track regional performance towards identified RTP/SCS targets through performance monitoring data portals and reports
- Prepare the regional Congestion Management Process (CMP)

Description

- Performance measurement and monitoring is a central component of both MAP-21 and FAST. While MTC has been involved in performance-based planning and programming for more than a decade, new federal requirements initiated under MAP-21 and continuing under the FAST Act continue to enhance and evolve the agency's performance work plan.
- While previously included in State of the System reports, MTC rebooted its work in the field of performance monitoring through the Vital Signs initiative starting in 2015. This interactive online portal for performance tracking incorporates a broad range of regional issues, including transportation, land and people, the economy, the environment, and equity. The site is undergoing the first major redesign since its launch in 2015 during FY 2020/21 the better to serve its users with a more current, easy to use interface and technical enhancements.

C. Planning Factors Addressed

Planning Factors Addressed

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

improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system.

This work element addresses all three of the FY 2020 should this be FY2021? California Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.

D. Previous Accomplishments

Objectives

- Same as above

Accomplishments

- MTC has incorporated rigorous performance measures and monitoring in every long-range plan since 2001
- MTC has produced performance reports for efforts such as Vital Signs, State of the System and the Congestion Management Process since the mid-1990s
- MTC has now set short-range performance targets or supported the state's performance targets for all FAST Act performance measures, with the exception of those related to transit safety (which go into effect in FY21-22, per federal directives to delay implementation due to the impacts to transit operators of COVID-19)
- See MTC's website on federal performance measures here: <https://mtc.ca.gov/our-work/plans-projects/major-regional-projects/federal-performance-targets>

Work Products

- Performance Monitoring Reports (State of the System through 2009; Vital Signs from 2014 to present)
- Project-Level Performance Assessment (Project-Level Assessment for Plan Bay Area 2050 completed in 2019; Performance Assessment for Plan Bay Area 2050 Draft and Final Blueprint completed in 2020)
- Scenario Assessment through Futures Planning Effort completed in 2020
- RTP/SCS Performance Assessment Report (most recently for Plan Bay Area 2040 in 2017; Report for Plan Bay Area 2050 will be released 2021)
- Incremental Progress Assessment (Incremental Progress Assessment for Plan Bay Area 2040 completed in 2020)
- TIP Performance Assessment Report (first report produced in 2018; final report to be released in summer 2021)
- STIP Performance Assessment (since 2002; most recently in 2019)
- CMAQ Baseline Performance Report (first report produced in 2018)
- CMAQ Performance Report (first report produced in 2020)
- Bay Area Congestion Management Process (since 1995; minor updates to content on MTC website completed in 2020)
- Updates and maintenance of the Vital Signs website at <https://www.vitalsigns.mtc.ca.gov/>

Previous SB1 Funded Accomplishments

FY 17-18 – fund source number 2210

Identify vision and goals- complete (Guiding Principles of Horizon process)

- Identify measures and targets as well as associated methodologies- complete (measures established through Horizon Futures process).

FY 18-19 – fund source number 2211

- Update Vital Signs performance monitoring data portal including incorporation of federal targets- complete
- Publish temporary pages on Vital Signs (March-August 2019) to showcase Horizon model output data and provide an opportunity for a brief survey on Horizon strategies- complete

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff will analyze performance of EIR alternatives for Plan Bay Area 2050 (RTP/SCS)	<ul style="list-style-type: none"> Memorandum with EIR alternatives performance results 	FHWA PL/ FTA 5303/ General Fund	07/01/21	09/30/21
2.	Staff will produce final Plan Bay Area 2050 Performance Report, including System Performance Report in compliance with MAP-21	<ul style="list-style-type: none"> Supplemental report published alongside Plan Bay Area 2050 	FHWA PL/ FTA 5303/ General Fund	07/01/21	09/30/21
3.	Staff will analyze performance of 2022 STIP investments in compliance with state reporting requirements	<ul style="list-style-type: none"> STIP Performance Report 	FHWA PL/ FTA 5303/ General Fund	07/01/21	12/31/21
4.	Staff will identify 2022 federally-required safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming	<ul style="list-style-type: none"> Working group or committee memo on target-setting Target-setting documentation submittal to Caltrans 	FHWA PL/ FTA 5303/ General Fund	07/01/21	02/28/22
5.	Staff will identify 2022 federally-required regional transit asset management targets in coordination with transit operators	<ul style="list-style-type: none"> Working group or committee memo on target-setting Target-setting documentation submittal to Caltrans 	FHWA PL/ FTA 5303/ General Fund	11/01/21	04/30/22

6.	Staff will identify 2022 federally-required regional transit safety targets in coordination with transit operators	<ul style="list-style-type: none"> Working group or committee memo on target-setting Target-setting documentation submittal to Caltrans 	FHWA PL/ FTA 5303/ General Fund	07/01/21	01/31/22
7.	Staff will continue update to regionwide CMP documentation on MTC website	<ul style="list-style-type: none"> Series of webpages documenting the regional Congestion Management Process (CMP) 	FHWA PL/ FTA 5303/ General Fund	07/01/21	05/31/22
8.	Ongoing technical maintenance of Vital Signs web site by consultant (Exygy)	<ul style="list-style-type: none"> VS web site, technical components 	General Fund	07/01/21	05/31/22
9.	Maintenance of indicators and data on web site by staff and consultant (Exygy)	<ul style="list-style-type: none"> VS web site, underlying data 	General Fund	07/01/21	05/31/22

F. Anticipated Future Activities (FY 2022-23)

- Ongoing target-setting to comply with MAP-21/FAST Act performance requirements, including road safety, transit safety, transit state of good repair, infrastructure condition, system performance, freight movement & economic vitality, and environmental sustainability in FY 2022-23
- Ongoing updates to Bay Area Congestion Management Process documentation
- Development of 2022 CMAQ Baseline and Performance Reports in compliance with federal reporting requirements
- Development of 2023 TIP Performance Report in compliance with federal reporting requirements

FY 2021-22 OWP - Amendment No. 2

Work Element 1233: Transportation Asset Management (TAM) Program

Project Manager: Sui Tan

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits		\$	574,536
Indirect			287,613
Other Operating			40,000
Consultants			5,233,504
Total Expenses		\$	6,135,653

REVENUES

FHWA PL (FY 2021-22)		\$	500,000
Toll Credits	57,350		
Surface Transportation Block Grant (STBG)			1,908,504
Toll Credits	218,905		
Surface Transportation Block Grant (STBG)			301,339
PMP Sales			1,725,000
Cities/Local Funds			1,600,000
General Fund			100,810
Total Revenues		\$	6,135,653

Federal Share

44.17%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- Provide comprehensive data on the region's transportation capital asset maintenance, rehabilitation and replacement needs.

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

Description

- Update and refinement of the Regional Transit Capital Inventory
- Develop, upgrade, maintain and distribute the StreetSaver and StreetSaver Plus software
- Develop regional and operator-based forecasts of transit capital maintenance and repair needs, available funding sources, and condition scenarios based on revenue options
- Facilitate the development and update of Transit Asset Management plans
- Coordinate with all transit providers to set the MPO's Transit Asset Management targets
- Coordinate with the State DOT to set performance targets for the National Highway System
- Working to establish a data-driven Regional Safety (Vision Zero) program to support reduction of fatalities and serious injuries across the region.
- Working towards establishing a Regional Safety Data System that integrates safety data from throughout the region in order to proactively identify and analyze areas for targeted safety improvements and set safety performance targets based on data.
- Working towards developing a State of Safety in the Region report detailing the present safety issues across the Bay Area and identifying potential solutions to those issues.
- Develop local and regional forecasts of pavement and non-pavement repair needs, available funding sources, and condition scenarios based on revenue options
- Conform performance measures and monitoring activities related to asset conditions to federal and state requirements
- Provide guidance and instruction on best practices in asset management and safety management

as it relates to asset management.

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

Responsible Parties

- MTC Staff
- mySidewalk: Regional Safety Data System and State of Safety in the Region Report
- WSP USA: Support with development of the RTCI and TAM plan and performance targets
- DevMecca – StreetSaver developers
- NCE, Pavement Engineering Inc, Capitol Assets, AMS Consulting, Adhara Systems, Harris Associates, Bellecci & Associates, and Michael Baker International – P-TAP

C. Planning Factors Addressed

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

D. Previous Accomplishments

Objectives

- Same as above

Accomplishments

- Completed annual update of regionwide pavement condition report: https://mtc.ca.gov/sites/default/files/PCI_table_2019_data.pdf
- Development and continued improvement of the Regional Transit Capital Inventory (RTCI): <http://rtci.mtc.ca.gov/>
- Completion of 2018 Regional Tier II Group TAM Plan: <https://mtcdrive.box.com/s/8th7k514jddpcjojigizl9we1xokrnoy>

Work Products

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

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Provide technical training and support for StreetSaver users	• Assistance as requested	PMP Sales	07/01/21	06/30/22
2.	Regional Transit Capital Inventory update	• Updated Inventory of Transit Assets	FHWA PL	05/01/21	07/31/21
3.	Regional summary of pavement conditions	• Regional Condition Summary	General Fund/ Local Funds	07/01/21	06/30/22
4.	TAM Target Setting	• FY 2022 TAM Targets	General Fund/ Local Funds	11/01/21	10/30/22
5.	Local Streets and Roads Needs Assessment	• 2022 Statewide Needs Assessment	General Fund/ Local Funds	07/01/21	06/30/22
6.	Provide support to Local Street & Road and Transit Asset Management working group	• Meetings and Meeting Materials	General Fund/ Local Funds	Ongoing: Quarterly and ad hoc	Ongoing: Quarterly and ad hoc

7.	Implement the P-TAP Grant Program	• Program of Projects	STBG/ Local Funds	07/01/21	06/30/22
8.	Develop Regional Safety Data System and Safety Report	• Database and Reports	Local Funds	12/18/21	12/18/22

F. Anticipated Future Activities (FY 2022-23)

Anticipated

Future Activities

- 2021 Regional Pavement Condition Summary
- Establish regional Transit Asset Management targets for 2022
- Update Group Transit Asset Management Plan for Tier II operators and consolidated NTD report
- 2022 RTCI Update
- Maintenance of Regional Safety Data System
- Update of State of Safety in the Region Report

FY 2021-22 OWP - Amendment No. 2

Work Element 1413: Climate Initiatives

Project Manager: Krute Singa/ Therese Trivedi

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits		\$	924,937
Indirect			463,022
Other Operating			-
Consultants			10,917,452
Total Expenses		\$	12,305,411

REVENUES

SB1 Formula Funds (FY 2021-22)		\$	825,449
SB1 Formula Funds (FY 2020-21) C/O			440,453
HOV			23,687
CMAQ			10,875,000
Toll Credits	1,247,363		
General Fund			140,822
Total Revenues		\$	12,305,411

Federal Share

88.38%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives	Implement projects and programs that aim to reduce transportation emissions, including greenhouse gas (GHG) and criteria pollutant emissions to further the federal, state and Bay Area's climate protection goals and improve our region's air quality and public health
Description	<p>Transportation emissions, including GHG emissions and criteria pollutants, are expected to significantly affect the Bay Area's public health, air quality and transportation infrastructure through sea level rise and extreme weather. In the Bay Area, 40% of GHG emissions is due to the consumption of fossil fuel in the transportation sector, mostly from passenger cars and trucks. The transportation sector therefore needs to reduce the amount of vehicle miles traveled (VMT) to reduce impact on public health and the environment.</p> <p>MTC set aside a commitment of \$526 million in Plan Bay Area 2040 to implement a comprehensive regional Climate Initiatives Program. This initiative focuses on individual actions, public-private partnerships, and other programs to reduce SOV travel which included a number of VMT and transportation emission reducing strategies included in the previous plan, Plan Bay Area, along with two new strategies: Targeted Transportation Alternatives and Trip Caps.</p>

C. Planning Factors Addressed

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

D. Previous Accomplishments

Objectives	Implemented projects and programs that aimed to reduce transportation emissions, including GHG and criteria pollutant emissions to further federal, state and the Bay Area's climate protection goals and improve our region's air quality and public health
Accomplishments	<p>CMAQ Funds</p> <p><u>Commuter Benefits Ordinance</u></p> <ul style="list-style-type: none">• Staff continue to administer the program to bring employers into compliance. Staff are working with the Bay Area Air Quality Management District to implement enforcement procedures.• Staff are developing telecommute assistance and resources to assist employers respond to changing work conditions under COVID-19 <p><u>Carsharing</u></p> <ul style="list-style-type: none">• Six grants were awarded to the following agencies to implement carsharing services. With the exception of the Contra Costa Transportation Authority, the projects are either complete or were ended prior to completion:

- Contra Costa Transportation Authority
 - Sonoma County Transportation Authority
 - City of San Mateo
 - City of Oakland
 - City of Hayward
 - Transportation Authority of Marin
- MTC staff are developing an implementation program for mobility hubs which will include carsharing as well as other shared transportation modes. Staff completed a location analysis, draft implementation guide and another workshop to receive feedback on pilot program implementation.

Vanpool Incentives

- Staff have been marketing the new program to Bay Area residents.
- Staff released vanpool social distancing guidance.

Electric Vehicle Programs

- Staff are coordinating with the Bay Area Air Quality Management District (Air District) to implement infrastructure programs.

Targeted Transportation Alternatives

- Staff are developing a RFP based on the responses received through the RFI.

Trip Caps

- Staff are determining how to provide technical assistance for this program as well as linking it to SB 743 implementation, similar to how San Francisco and Oakland has done for land use projects.

SB1 Funds 20-21

EV Coordinating Council

- Staff collaborate with Air District staff to create programming for the quarterly EV Coordinating Council meetings.
- The September 17 EV Coordinating Council Meeting focused around a panel discussion on engaging communities during COVID-19 and engaging communities that have been historically marginalized or disproportionately affected by pollution.

Off-Model Climate Initiatives

- Staff developed draft versions of off-model calculators for each of the climate strategies that are being considered for inclusion in Plan Bay Area 2050

Parking Policies and Programs

- Staff finalized the contracting process with the consultant selected through the RFP process.

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Climate Initiative Program				
	<ul style="list-style-type: none"> • Commuter Benefits Ordinance 	<ul style="list-style-type: none"> • Telecommute assistance and resources • Assistance and resources to employers for compliance • Staff led, with customer service support from consultant (WSP) 	CMAQ/ General Fund	07/01/21	06/30/22
	<ul style="list-style-type: none"> • Carsharing 	<ul style="list-style-type: none"> • Mobility hubs implementation guide (staff-led with support from consultant (Nelson\Nygaard) • Pilot program application and awards (staff-led) • Pilot program implementation (staff-led) 	CMAQ/ General Fund	07/01/21	06/30/22
	<ul style="list-style-type: none"> • Vanpool 	<ul style="list-style-type: none"> • Marketing materials • Incentives structure • Staff-led, with marketing, incentives, and operations support by consultant (Commute by Enterprise) 	CMAQ/ General Fund	07/01/21	06/30/22
	<ul style="list-style-type: none"> • Electric vehicle infrastructure (with Air District) 	<ul style="list-style-type: none"> • EV charger installation (Primary implementer is the Bay Area Quality Management District) 	CMAQ/ General Fund	07/01/21	06/30/22
	<ul style="list-style-type: none"> • Targeted Transportation Alternatives 	<ul style="list-style-type: none"> • Pilot program incentive structure and implementation results (staff-led with support from consultant (Metropia) 	CMAQ/ General Fund	07/01/21	06/30/22
	<ul style="list-style-type: none"> • Trip Caps 	<ul style="list-style-type: none"> • Technical assistance to cities to adopt VMT policy (staff-led) 	CMAQ/ General Fund/HOV	07/01/21	06/30/22
2.	Parking Program EV Coordinating Council (described in SB 1 section below):	See SB1 section below for work products	SB1/General Fund	07/01/21	06/30/22

F. Anticipated Future Activities (FY 2022-23)

Anticipated Future Activities: Continue to implement the OBAG 2 Climate Initiatives Program.

Fiscal Year 2021-22 (SB1 Planning Formula Funds 20-21)

Project Description

SB1 Planning Formula Funds will support MTC's Climate Initiatives Program. This involves planning projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area's climate protection goals and improve our region's air quality and public health. These projects and programs directly relate to achieving state-mandated GHG emissions reduction targets **associated** with the region's Regional Transportation Plan/Sustainable Communities Strategy. SB1 funding is being used to conduct planning activities for parking and off-model initiatives.

These funds will directly support Climate Initiatives Program staffing, consultant support for parking initiatives that support reduced auto reliance and encourage compact land use development.

Responsible Parties

MTC staff will lead this work, working in coordination with assistance from consultants as appropriate.

Overall Project Objectives

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

Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Develop parking policies and programs that will support local jurisdictions to reduce auto reliance and encourage compact land use development	<ul style="list-style-type: none">• Staff/consultant reports• Presentation materials• Workshops and learning modules for local agencies• Work is staff-led	SB1/General Fund	07/01/21	06/30/22

Parking Scope of Work

Deliverable/Milestone	Due Date
Develop education and outreach activities to share local parking policy technical assistance resources and support jurisdictions review and update local parking policies	07/01/21 - 06/30/22
Coordinate local parking policy working group meetings to continue knowledge sharing and to identify parking policy assistance needs	07/01/21 - 06/30/22

Fiscal Year 2021-22 (SB1 Planning Formula Funds 21-22)

Project Description

SB1 Planning Formula Funds will support MTC’s Climate Initiatives Program. This involves planning projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area’s climate protection goals and improve our region’s air quality and public health. These projects and programs directly relate to achieving state-mandated GHG emissions reduction targets associated with the region’s Regional Transportation Plan/Sustainable Communities Strategy. SB1 funding is being used to conduct planning activities for parking and off-model initiatives.

These funds continue supporting Climate Initiatives Program staffing, consultant support for parking initiatives that support reduced auto reliance and encourage compact land use development and will directly support MTC’s contribution to the Electric Vehicle (EV) Coordinating Council, a staff-level, peer-to-peer forum, which serves as a venue for members to discuss and partner on EV-related emerging trends.

Responsible Parties

MTC staff will lead this work, working in coordination with assistance from consultants as appropriate.

Overall Project Objectives

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

Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Promote and provide technical assistance for parking policies. Develop additional parking policies and programs. All work supports local jurisdictions to reduce auto reliance and encourage compact land use development	<ul style="list-style-type: none"> • Presentation materials • Workshops and learning modules for local agencies • Work is staff-led 	SB1/General Fund	07/01/21	06/30/22
2.	EV Coordinating Council: a staff-level, peer-to-peer forum, which serves as a venue for members to discuss and partner on EV-related emerging trends. Staff organize quarterly events to enable multi-agency partnerships and coordinated actions to accelerate EV adoption to reach the Bay Area's goal of 90% of vehicles being EVs by 2050.	<ul style="list-style-type: none"> • Develop meeting topics • and invite panelists Meeting agendas, presentations, materials • Meeting minutes • Forum organized in partnership with the Bay Area Air Quality Management District, with consultant (TBD) support for meeting facilitation 	SB1/General Fund	07/01/21	06/30/22

Parking Scope of Work

Deliverable/Milestone	Due Date
Conduct education and outreach activities to share local parking policy technical assistance resources and support jurisdictions review and update local parking policies	07/01/21 - 06/30/22
Coordinate local parking policy working group meetings to continue knowledge sharing and to identify parking policy assistance needs	07/01/21 - 06/30/22

EV Coordinating Council Scope of Work

Deliverable/Milestone	Due Date
<p>1. <u>Convene Four (4) EV Council Meetings</u> Coordinate, develop materials for, and facilitate four in-person meetings of the EV Council over the course of a year. Council Meetings shall be approximately 2-3 hours long, be attended by Members and their staff (~50 people), and cover a range of EV topics\ Deliverable: Four Meetings</p>	07/01/21 - 06/30/22
<p>2. <u>Convene Steering Committee Meetings</u> Organize and moderate 5 – 7 conference calls and one in-person meeting of the Steering Committee to strategize on topics for discussion and prepare of upcoming EV Council Meetings. Deliverable: Steering Committee Meetings</p>	07/01/21 - 06/30/22

FY 2021-22 OWP - Amendment No. 3

Work Element 1416: State Route 37 Ultimate Sea Level Rise Resilience Design Alternatives Assessment Marin-Sonoma (US 101 - SR 121)

Project Manager: Stefanie Hom

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits	\$	-
Indirect		
Other Operating		
Consultants		119,641
Total Expenses	\$	119,641

REVENUES

PTA Adaptation (FY 2019-20) C/O	\$	26,641
BATA Reimbursement		93,000
Total Revenues	\$	119,641

Federal Share

0.00%

(SB1 award grant amount is \$500,000 and was awarded on May 11, 2019 and expires on 02/28/22. Fund source No. is 2218)

B. Project Description

Objectives

Identify and develop adaptation strategies that would protect SR 37 from sea level rise and flooding and ensure the corridor is resilient to impacts from climate change.

Description

MTC studies have shown that much of the Bay Area's transportation infrastructure is vulnerable to sea level rise and flooding. According to current projections, climate change could cause the Bay to rise 12 to 24 inches by midcentury and 36 to 66 inches by the end of the century. This means that today's floods will be the future's high tides and areas that currently flood every 10 – 20 years will flood much more frequently. A key north bay corridor, SR 37, is vulnerable to flooding and sea level rise. MTC plans to

C. Planning Factors Addressed

- Optimize existing roadway efficiency through the implementation of near-term operational improvements;
- Improve mobility across all modes of travel for all users, including high occupancy vehicles (HOV), transit, and bicycles;
- Protect the corridor from anticipated sea level rise through Year 2100 based on the current State of California SLR Guidance Document (2013);
- Design an integrated corridor that provide multiple benefits for transportation operations, habitat and wetlands conservation, and sea level rise adaptation;
- Integration of transportation, ecosystem and sea level rise (SLR) adaptation into one design;
- Improve mobility across all modes of travel, including high occupancy vehicle (HOV) and transit users;
- Maintain public access along the corridor, including access to driveways and public viewing areas;
- Increase corridor resiliency to storm surges and SLR. Design to accommodate anticipated SLR through Year 2100 based on the current State of California SLR Guidance Document (2013);
- Provide opportunity for improving habitat conservation;
- Develop a design that protects the mosaic of existing land uses and planned changes, such as farming and ranching, and the ongoing operation of storm water pumps and other infrastructure on public and private lands in the San Pablo Baylands;
- Optimize existing roadway efficiency through implementation of near-term operational improvements;
- Protect existing roadway against storm surges through implementation of near-term shoreline protection improvements.

D. Previous Accomplishments/Ongoing Tasks:

- Conduct meetings and engage with environmental stakeholders, agencies, and the public.
- Collect and assess data, including available existing information and reports.
- Develop a base map for the project areas that includes topographic data.
- Develop conceptual design alternatives for the SR 37 corridor, focusing on Segment A in Marin and Sonoma Counties.
- Conduct an environmental evaluation and alternatives assessment to understand impacts of the conceptual design alternatives.
- Develop an implementation plan for the recommended conceptual design alternatives and propose a project delivery model.

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Conduct project management	<ul style="list-style-type: none"> • Consultant procurement • Project charter • Quarterly progress reports to Caltrans • Invoices to Caltrans • Case studies 	PTA Adaptation/ BATA Reimbursement	07/01/21	02/28/22
2.	Environmental Stakeholder Engagement	<ul style="list-style-type: none"> • List of environmental stakeholders • Meeting agendas and notes 	PTA Adaptation/ BATA Reimbursement	07/01/21	02/28/22

3.	Public Engagement	<ul style="list-style-type: none"> Public Engagement Plan Meeting agendas and notes 	PTA Adaptation/ BATA Reimbursement	07/01/21	02/28/22
4.	Conceptual Design Alternatives	<ul style="list-style-type: none"> Base map Conceptual design alternatives 	PTA Adaptation/ BATA Reimbursement	07/01/21	08/01/21
5.	Environmental Evaluation and Alternatives Assessment	<ul style="list-style-type: none"> Environmental evaluation Alternatives assessment 	PTA Adaptation/ BATA Reimbursement	07/01/21	02/01/22
6.	Implementation Plan	<ul style="list-style-type: none"> Implementation plan 	PTA Adaptation/ BATA Reimbursement	02/01/22	02/28/22

F. Anticipated Future Activities (FY 2022-23)

- Environmental Evaluation and Alternatives Assessment
- Conduct and complete Implementation Plan

Work Element 1511: Conduct Financial Analysis and Planning

Project Manager: Theresa Romell/William Bacon

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits		\$	518,663
Indirect			259,643
Other Operating			-
Consultants			-
Total Expenses		\$	778,306

REVENUES

FHWA PL (FY 2021-22)		\$	600,000
Toll Credits	68,820		
General Fund			178,306
Total Revenues		\$	778,306

Federal Share

77.09%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- Develop realistic, innovative financial plans and strategies supporting the implementation of plans, programs and projects in Plan Bay Area 2050 (the Regional Transportation Plan (RTP)) and other Commission initiatives.
- Provide financial analysis in support of the legislative program.
- Provide revenue forecasting and needs assessment analysis in support of regional funding decisions and the adequate operation and maintenance of the regional transportation system.
- Provide detailed financial analysis and policy support to the Commission and Bay Area transit operators on the impacts of the COVID-19 pandemic on transportation revenue.
- Develop funding proposals to preserve transit operations/service during the COVID-19 pandemic and to support recovery.
- 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.
- Provide financial analysis to the Commission and other policymakers (local, state, federal) of the impacts of the COVID-19 impact on transportation revenue in the Bay Area.
- Develop proposals to distribute federal or state funds related to COVID-19 pandemic relief for the transportation sector.
- Provide financial analysis and support to the Fare Coordination/Integration Study and Business Case and the Clipper START program.
- Prepare financial analyses and forecasts for transit operator Short Range Transit Plans, including financial capacity assessments for the Transportation Improvement Program.
- Develop needs and shortfall projections in the long-range plan to maintain the existing system – for transit operating, capital, and streets and roads.
- Develop annual fund estimate and distribution of transit operating revenues.
- Maintain and update the RTP financial element for highways; transit; local streets and roads, including multi-year projection of costs and revenues; the updated information is required to support related planning

needs.

- Prepare project or corridor level financial capacity analyses to support financial planning, programming or allocations activities, as required.
- Identify transportation financial techniques and opportunities appropriate for the Bay Area, and MTC's role in planning and implementing selected techniques.

C. Planning Factors Addressed

- Promote maintenance of the existing transportation system through sound financial planning and asset management efforts.
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system, including supporting the preservation of transit service (which has impacted by the COVID-19 pandemic)

D. Previous Accomplishments

- Developed a financially constrained revenue forecast for Plan Bay Area 2050 covering the period from 2021 to 2050
- Developed annual fund estimate and distributions for transit operating revenues
- Developed a needs assessment to quantify the operational and state of good repair needs for the transportation system (local streets/bridges, highways/bridges, transit, pedestrian/bicycle facilities)
- Developed the funding distribution for \$1.3 billion in transit operations funding from the CARES Act in response to the COVID-19 pandemic.

Work Products

- FY 2020-21 MTC Fund Estimate: <https://mtc.ca.gov/our-work/fund-invest/funding-sales-tax-and-gas-tax/tda-and-sta/fund-estimate>
- MTC Annual Report: Financial Elements: https://mtc.ca.gov/sites/default/files/MTC_CAFR-FY20.pdf
- MTC's CARES Act Transit Operator Funding Distribution: <http://mtc.legistar.com/gateway.aspx?M=F&ID=37804afc-84d4-493b-8393-0133712e8bda.pdf>
- Plan Bay Area 2020 Revenue Forecast and Needs Assessment: <http://mtc.legistar.com/gateway.aspx?M=F&ID=eeb9ba78-0ffa-4590-8bb1-d12c1d1750d1.pdf>

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Develop FY2021-22 annual fund estimate and distribution of transit operating revenues	<ul style="list-style-type: none"> Annual fund estimate and distribution for FY21-22 Transit Operating Revenues 	General Fund	07/01/21	06/30/22
2.	Prepare financial elements of the Annual Report	<ul style="list-style-type: none"> MTC Annual Report: Financial Elements 	FHWA PL/ General Fund	07/01/21	05/15/22
3.	Develop financial planning forecasts for transit operations to support COVID-19 recovery	<ul style="list-style-type: none"> Near term transit revenue estimates and forecasts Guidance to the Commission and transit operators on revenue outlook. 	FHWA PL/ General Fund	07/01/21	06/30/22
4.	Transportation Improvement Program (TIP) financial constraint and capacity analyses	<ul style="list-style-type: none"> Financial Constraint and Financial Capacity Analyses 	FHWA PL/ General Fund	07/01/21	06/30/22
5.	Develop Short Range Transit Plan (SRTP) Revenue Forecasts	<ul style="list-style-type: none"> Guidance to transit operators entering their SRTP cycle on anticipated transit revenues over the next 10 years. 	FHWA PL/ General Fund	07/01/21	12/31/21
6.	Provide financial analysis to the transit Fare Coordination/Integration Study and Business Case and Clipper START pilot program	<ul style="list-style-type: none"> Support the study's analysis of financial impacts on transit operations resulting from changes to the Bay Area's transit fare system. 	General Fund	07/01/21	09/30/21

F. Anticipated Future Activities (FY 2022-23)

Anticipated

Future Activities

- Same as above
- Analysis and engagement for annual federal appropriations
- Finalize development of next programming cycle of STBG/CMAQ funds
- Initiate development of next programming cycle of FTA Formula (5307/5337/5339) funds
- Implementation of FAST Act reauthorization

FY 2021-22 OWP - Amendment No. 2

Work Element 1512: Federal Programming, Monitoring and TIP Management

Project Manager: Adam Crenshaw/Craig Bosman

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits		\$	1,711,280
Indirect			856,667
Other Operating			-
Consultants			-
Total Expenses		\$	2,567,947

REVENUES

FHWA PL (FY 2021-22)		\$	1,181,493
Toll Credits	135,517		
General Fund			1,386,454
Total Revenues		\$	2,567,947

Federal Share

46.01%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description (FY 2021-22)

Objectives

Working with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), federal Environmental Protection Agency (EPA), California Department of Transportation (Caltrans), regional agencies, transit operators, county transportation authorities, local jurisdictions, tribal governments, community organizations, stakeholders, and the public:

- Develop, maintain, and implement the Transportation Improvement Program (TIP) consistent with federal and state regulations and regional policies.
- Develop and implement federal programs, policies, and strategies to implement the Regional Transportation Plan (RTP), including policies to support on-time delivery of federal funds and advancement of major multi-year transit capital investments.
- Incorporate federal performance-based planning and programming into the development and implementation of the TIP to support progress towards adopted performance targets.
- Participate and contribute to statewide and multi-region efforts for federal programming and project delivery and policy development including:
 - Transportation Coordination Committee (TCC)
 - California Federal Programming Group (CFPG)
 - Local Highway Bridge Program (HBP) Advisory Committee
 - Mega-Region Programming Staff meetings
- Track, monitor and facilitate obligation of FHWA funds, and implement strategies to meet federal timely use of funds regulations, requirements and deadlines, including but not limited to invoicing to avoid inactive project obligations.

Description

- As the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) and for the nine county San Francisco Bay Area, MTC is responsible for implementation of relevant aspects of the federal and state surface transportation planning and programming legislation.
- This responsibility includes development and maintenance of the TIP pursuant to applicable federal and state regulations and procedures, development and implementation of federal programs and policies to implement the RTP, and incorporation of federal performance-based planning and programming requirements.

- In addition, MTC has programming responsibility for urbanized Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ) and large-MPO Transportation Alternative Program (TAP). MTC works with partner agencies, including Caltrans, FHWA, FTA, EPA, County Transportation Agencies (CTAs), transit operators, local jurisdictions, and other stakeholders and the public, to develop funding policies, projects and programs to implement the investment strategies identified in the RTP.
- To ensure the timely use of federal funds, MTC has worked with CTAs and local jurisdictions to develop policies and procedures (MTC Resolution 3606, Revised) to ensure state and federal funding requirements and deadlines are met and funds are not lost to the region. Additionally, MTC prepares and submits annual obligation plans to Caltrans, monitors federal fund obligations, overall federal funding levels, and apportionment and Obligation Authority (OA) balances.
- To support regional implementation of the RTP, MTC also provides funding to the county transportation agencies to assist in the development and implementation of funding policies and programs on a local level. Funding is used to carryout planning priorities on behalf of MTC, as outlined in planning and programming agreements.
- As the designated recipient for selected FTA funding, MTC is responsible for programming FTA Section 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus and Bus Facilities funding to the federally eligible transit operators within the region to implement the investment strategies identified in the RTP. Transit operators, in cooperation with MTC, develop annual programs for the use of FTA funds within the urbanized areas of the Bay Area. MTC is responsible for programming FTA funding in a Program of Projects, which is updated annually.
- MTC also develops regional funding policies and programs to support implementation of the RTP for other federal transit funding programs, including FTA Rural/Non-urbanized (Section 5311), Seniors and Individuals with Disabilities (Section 5310), and New Starts, Small Starts, Core Capacity, earmarks, and FRA High Speed Rail funds. One example of such a policy is MTC's Regional Transit Expansion Policy (MTC Resolution 3434) which guides the expansion of the regional transit system through strategic fund programming.
- For MTC's role in programming a portion of the region's 5307 funds for job access and reverse commute projects through the Lifeline Transportation Program, see work element 1310.

- MTC supports the delivery of major multi-year transit capital investments through short- and medium-term funding programs and policies that encompass federal, state, and regional funds. Some of the major investments that these programs are designed to implement include BART Railcar Replacement, Caltrain Modernization, BART Transbay Corridor Core Capacity, and the regional Core Capacity Challenge Grant Program
- MTC also routinely monitors and analyzes legislation, proposed rulemakings, and appropriation bills for impacts to existing and proposed regional transportation programs and also participates in statewide efforts for policy development, programming, and project delivery.

C. Planning Factors Addressed (FY 2021-22)

Consistent with the California Planning Emphasis Areas, the planning factors to be addressed in FY 2021-22 are listed below.

- Meet core planning and programming mandates.
- Emphasize the preservation of the existing transportation system.
- Support progress toward achieving federal performance targets.

D. Previous Accomplishments

- | | |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Accomplishments | <ul style="list-style-type: none"> ▪ 19 TIP Revisions - 461 projects totaling \$4.5 billion in net funding change (Calendar Year 2020) ▪ 2021 TIP Update – 783 projects totaling more than \$10 billion in funding change (February 2021) ▪ Managed and implemented federal STBG/CMAQ programs - 138 million delivered (108% of required target) (FY 2019-20) ▪ Developed, managed, and implemented federal TAP/State Active Transportation Program (ATP) Large MPO Competitive program - (included under Work Element 1515) ▪ Monitored and facilitated delivery of HSIP program - 47 project phases totaling \$30.5 million delivered within region (FY 2019-20) ▪ Monitored and facilitated delivery of repurposed federal earmarks - \$561,300 delivered within region in FY 2019-20. One hundred percent of repurposed earmarks with deadline by September 30, 2020 have been obligated. (FY 2020) |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

- Monitored and facilitated delivery of federal Highway Infrastructure Program (FHIP) funds. One hundred percent of FHIP funds with deadline of September 30, 2021 and 2022 have been obligated well in advance of deadline.
- Monitored and facilitated invoicing of FHWA inactive obligations.
- FY 2020-21 Annual Federal Obligation Plan (October 2020)
- FY 2019-20 Listing of Federally Obligated Projects (December 2020)
- FY 2019-20 Update of the CMAQ Emission Benefits database (December 2020)
- Processed multiple invoices for CMA Planning activities.
- FTA 5307/5337/5339 – amended FY2019-20 preliminary Program of Projects to reflect final FTA apportionments (April 2020) and supported transit operator grant applications to FTA with concurrence letters and monitoring (throughout the year); continued to implement agreement with Caltrans developed in FY2012-13 regarding project selection and grant procedures for FTA 5307 and 5339 funds in small urbanized areas
- FTA 5311 – adopted preliminary program for FY2018-19 and FY2019-20 (July 2018) based on preliminary regional share of state apportionments allocated by Caltrans
- FTA 5310 – worked with Caltrans to implement preliminary program for FY2012-13 and FY2013-14 adopted in FY2014-15 and adopted a Program of Projects for FY2014-15 through FY2016-17 (April 2017) under an agreement between MTC and Caltrans to jointly administer the program in the Bay Area (See also work element

Work Products

- [19 TIP Revisions](#)
- [Final 2021 TIP Update](#)
- [Listing of Federally Obligated Projects](#)
- [Update of the CMAQ Emission Benefits database](#)
- [Annual Federal Obligation Plan](#)
- [FTA 5307/5337/5339 preliminary FY17-FY20 Program of Projects \(Programming & Allocations Committee report\)](#)
- 60 concurrence letters for FTA grants
- [FTA 5311 FY18 and FY19 Preliminary Programs of Projects](#)
- [Regional ATP](#) (see Work Item 1515)

E. Work Plan (FY 2021-22)

Following work plan tasks performed by MTC staff unless stated otherwise

Task No.	Task Description	Work Product	Fund Source	Start Date	End Date
1.	Prepare 24 revisions to federal TIP 23 CFR §450.326	<ul style="list-style-type: none"> TIP Amendments TIP Administrative Modifications TIP Revision Financial Constraint Documentation 	FHWA PL/ General Fund	07/01/21	06/30/22
2.	Begin 2023 TIP Update 23 CFR §450.326	<ul style="list-style-type: none"> Prepare Draft 2023 TIP 	FHWA PL/ General Fund	02/01/22	06/30/22
3.	Continue implementation of federal performance requirements in TIP and other federal programming efforts 23 CFR §450.326(c)(d)	<ul style="list-style-type: none"> Linkage of investment priorities with performance targets 	FHWA PL/ General Fund	07/01/21	06/30/22
4.	Draft TIP transportation investment analyses.	<ul style="list-style-type: none"> Various TIP Investment Analyses 	FHWA PL/ General Fund	07/01/21	06/30/22
5.	Work with AQ Conformity Task force regarding TIP projects and programming 40 CFR §93	<ul style="list-style-type: none"> Attend AQ conformity consultation meetings Address AQ conformity in TIP Assist agencies with projects in TIP subject to AQ conformity 	FHWA PL/ General Fund	07/01/21	06/30/22
6.	Monitor federal programs to ensure financial constraint and consistency with TIP and RTP	<ul style="list-style-type: none"> Various Fund-Program Status Reports 	FHWA PL/ General Fund	07/01/21	06/30/22

7.	Manage and implement STBG/CMAQ Programming CA S&H Code 182.6, 182.7	<ul style="list-style-type: none"> STBG/CMAQ One Bay Area Grant (OBAG) Program 	FHWA PL/ General Fund	07/01/21	06/30/22
8.	Manage and implement federal TAP / State ATP Large MPO Competitive Program 23 USC § 213 (see also Work Item 1515)	<ul style="list-style-type: none"> TAP/ATP Cycle Program 	FHWA PL/ General Fund	07/01/21	06/30/22
9.	Monitor and facilitate delivery of Repurposed Earmarks	<ul style="list-style-type: none"> Delivery of repurposed earmarks with obligation deadlines 	FHWA PL/ General Fund	07/01/21	06/30/22
10.	Monitor and facilitate invoicing of pending FHWA inactive obligations. 23 USC § 630.106(5)(6)	<ul style="list-style-type: none"> FHWA inactive obligations reduction 	FHWA PL/ General Fund	07/01/21	06/30/22
11.	Monitor and facilitate invoicing of pending FHWA inactive obligations. 23 USC § 630.106(5)(6)	<ul style="list-style-type: none"> Annual Obligation Plan 	FHWA PL/ General Fund	07/01/21	06/30/22
12.	Prepare annual listing of federally obligated projects 23 CFR §450.334	<ul style="list-style-type: none"> Annual Listing of Federally Obligated Projects 	FHWA PL/ General Fund	11/01/21	12/31/21
13.	Prepare annual update of the CMAQ emissions benefit database 23 USC §149.h	<ul style="list-style-type: none"> Annual Update of the CMAQ Emissions Benefit Database 	FHWA PL/ General Fund	11/01/21	12/31/21

14.	Participate in various statewide federal programming and policy groups, including: California Federal Programming Group (CFPG), HBP, TCC, etc.	<ul style="list-style-type: none"> • Various TIP procedural enhancements 	FHWA PL/ General Fund	07/01/21	06/30/22
15.	Implement regional funding-delivery policy guidance for FHWA-administered funds	<ul style="list-style-type: none"> • MTC Resolution 3606 Revised 	FHWA PL/ General Fund	07/01/21	06/30/22
16.	Engage in discussions for federal legislation implementation and reauthorization	<ul style="list-style-type: none"> • Various policy and programming outcomes 	FHWA PL/ General Fund	07/01/21	06/30/22
17.	Continue to implement new FAST Act requirements as they are developed by FHWA and FTA	<ul style="list-style-type: none"> • Various administrative and programmatic updates, TBD 	FHWA PL/ General Fund	07/01/21	06/30/22
18.	Revise preliminary FTA 5307/5337/5339 Programs of Projects as necessary 49 USC 5307, 5337 and 5339	<ul style="list-style-type: none"> • FTA Program of Projects (POP) TIP Amendments 	FHWA PL/ General Fund	07/01/21	06/30/22
19.	Develop and revise preliminary FTA 5307/5337/5339 Programs of Projects	<ul style="list-style-type: none"> • FTA Program of Projects (POP) TIP Amendments 	FHWA PL/ General Fund	07/01/21	06/30/22
20.	Revise preliminary FTA 5307/5337/5339 Programs of Projects to reflect final apportionments 49 USC 5307, 5337 and 5339	<ul style="list-style-type: none"> • FTA Program of Projects (POP) TIP Amendments 	FHWA PL/ General Fund	07/01/21	06/30/22

21.	Develop and revise preliminary FTA 5311 Program of Projects (POP) to reflect final apportionments 49 USC 5311	<ul style="list-style-type: none"> FTA Program of Projects (POP) TIP Amendment 	FHWA PL/ General Fund	02/01/22	04/30/22
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F. Anticipated Future Activities (FY 2022-23)

- Same as above
- Analysis and engagement for annual federal appropriations
- Finalize development of next programming cycle of STBG/CMAQ funds
- Initiate development of next programming cycle of FTA Formula (5307/5337/5339) funds
- Implementation of FAST Act reauthorization

FY 2021-22 OWP - Amendment No. 2

Work Element 1517: Transit Sustainability Planning

Project Manager: Melanie Choy/Kara Vuicich

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits	\$	484,623
Indirect		242,605
Other Operating		-
Consultants		15,526,715
Total Expenses	\$	16,253,943

REVENUES

FTA 5303 (FY 2021-22)		\$	360,000
Toll Credits	41,292		
FTA 5303 (FY 2020-21) C/O			150,000
Toll Credits	17,205		-
SB1 Formula Funds (FY 2019-20) C/O			126,380
CalSTA			3,349,775
RM2 Capital			1,968,000
2% Transit Transfer			425,000
Surface Transportation Block Grant (STBG)			9,000,000
Toll Credits	1,032,300		
STA			251,000
General Fund			623,788
Total Revenues		\$	16,253,943

Federal Share

79.12%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- The Transit Sustainability Project (TSP), adopted by the Commission in May 2012, evaluated the region's transit system and established an implementation plan for a more financially viable transit system that is both cost-effective and customer-focused.
- The TSP developed an implementation plan that will lead the Bay Area to a sustainable transit system from the customer, financial, and environmental perspectives:
 - **Customer:** A system that functions as an accessible, user-friendly and coordinated network for transit riders, regardless of mode, location or jurisdiction.
 - **Financial:** A system that can cover its operating and capital costs with a growing share of passenger fare revenues as well as reliable streams of public funding.
 - **Environmental:** A system that can attract and accommodate new riders in an era of emission-reduction goals, and is supported through companion land use and pricing policies.
- The TSP will inform scenario development and investment trade off discussions for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Description

- The TSP included a comprehensive, fact-based analysis of the existing system focused on service design and delivery, financial viability, and decision-making structures.
- The analysis acknowledged the role external factors play in the long-term viability of the transit system, such as land use and transportation pricing, which are critically important as the region grapples with preparing the Sustainable Communities Strategy required by SB 375.

Financial Analysis:

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

Service Analysis:

- Conducted in-depth service analysis at the regional and sub-regional level.
- Defined effective transit service at the regional, sub-regional and local levels, establishing service criteria and performance objectives.
- Identified infrastructure and operating policies that could increase transit’s effectiveness.
- Recommended prioritized strategies for maximizing ridership, containing costs, and increasing service efficiencies.
- Recommended policies, service delivery strategies, and cost containment strategies for ADA-paratransit services in the region.
- Facilitate the development and communication of 10-year service plans through transit operator SRTPs.

Institutional Analysis:

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

Responsible Parties

- MTC Staff
- Transit Operators
- Alameda County Transportation Commission
- Pierlott & Associates
- Steer Davies & Gleave Inc
- Other Consultants (TBD)

C. Planning Factors Addressed

Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;

- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system, consistent with the California Planning Emphasis Area of State of Good Repair.
- Improve the resiliency and reliability of the transportation system.

D. Previous Accomplishments

- Project recommendations adopted in May 2012 - <http://www.mtc.ca.gov/planning/tsp/>.
- Project implementation commenced in June 2012 and is ongoing.
- Round 1 TPI Incentive grants awarded in January 2013.
- Round 2 TPI Incentive grants awarded in March 2014.
- Round 3 TPI Incentive grants awarded in May 2015.
- Round 4 TPI Incentive grants awarded in May 2016.
- Round 1 TPI Investment grants awarded in May 2012.
- Round 2 TPI Investment grants awarded in September 2014.
- Round 3 TPI Investment grants awarded in January 2017.
- On July 12, 2017, MTC programmed the remaining \$2.3 million in Transit Performance Initiative – Investment Program funding to four projects in the North Bay counties of Marin, Sonoma, Napa, and Solano.

- Beginning in 2017, annually fund TPI projects through Low Carbon Transit Operations Program (LCTOP) in March/April.
- Studies
 - Completed Phase I of the Tri-City Transit Study - and transitioned potential Phase II work to Alameda CTC per project Policy Advisory Committee direction.
 - Finalized AC Transit/BART Inner East Bay Fare Discount Pilot Study in Spring 2017.
 - Finalized SMART bus integration and station access improvements study in Spring 2017.
 - Sonoma County TIES Study in November 2019
 - Initiated the Transit Use Study with UCLA in Fall 2018.
 - Initiated the Southern Alameda Integrated Rail Analysis Fall 2018.
 - Crossing Study to be finalized in Fall 2019.
- Five Year Large Operator TSP Performance Metric Assessment Update (Programming and Allocations Committee, February 2019)
- Adopted a TSP Performance Metrics policy for Small and Medium Transit Operators (Resolution No. 4321, February 2019)
- Semi-annual TPI program reports (most recent: June 2020, December 2020)
- Ongoing Annual Transit Operator Performance Metric Review (2019- Beyond)
- Convening of Blue Ribbon Transit Recovery Task Force.

FY 19/20 - fund source number 2211

- Staff time for initiation and completion of Crossings Study, including scope development, consultant procurement, and project management, oversight, and review of deliverables.
- Staff time for initiation of Southern Alameda County Integrated Rail Analysis, including scope development, consultant procurement and kick-off, and project management, oversight, and review of deliverables for initial phases of work.

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Continue monitoring of Transit Performance Initiative programs (Investment and Incentive Program) to support a robust transit system in the Bay Area region.	<ul style="list-style-type: none"> ▪ Semi-annual reports to the Commission 	FTA 5303	07/01/21	06/30/22
2.	Continue to program/fund TPI-like projects through Cap and Trade Low Carbon Transit Operations Program funding on an annual basis and OBAG 2 in future years.	<ul style="list-style-type: none"> ▪ LCTOP program approval of TPI projects by Commission ▪ TPI Call for projects 	General Fund	07/01/21	06/30/22
3.	Small, Medium, and Large Operator Performance Metric Evaluation and Framework. Continue to monitor strategic plans for largest seven transit agencies to meet performance measure targets established in the TSP. Continue to develop and implement direction and actions resulting from the TSP metric assessment from late 2018 for large transit operators.	<ul style="list-style-type: none"> ▪ Proposed Plan for future TSP goals. ▪ Small, Medium, Large TSP metrics Evaluation 	STA/ RM2 Operating/ 2% Transit Transfer	07/01/21	06/30/22
4.	Facilitate the development of Short Range Transit Plans (SRTPs) for transit operators. In this year, initiate the large Operators SRTP cycle (20+ SRTPs). This is a multi-year effort.	<ul style="list-style-type: none"> ▪ Annual Draft and Final Reports of 10 year transit operator capital and operating budgets, plans, and programs for selected operators 	FTA 5303/ General Fund/ RM2 Capital	07/01/21	06/30/22

5.	Implement recommendations from the Blue Ribbon Transit Recovery Task Force and Transformation Action Plan (anticipated in June 2020) .	<ul style="list-style-type: none"> ▪ MTC Commission Adoption of Transformation Action Plan ▪ Develop Program Implementation Schedule and activities 	FTA 5303/ General Fund	07/01/21	06/30/22
6.	Southern Alameda County Integrated Rail Analysis – evaluate passenger rail needs and opportunities for expanded and more seamless service (planning, conceptual engineering, initial design)	<ul style="list-style-type: none"> ▪ Technical memoranda, market analyses, project development, and evaluation analyses 	CalSTA	07/01/21	06/30/22
7.	Transit Fare Coordination/ Integration Study and Business Case	<ul style="list-style-type: none"> ▪ Continue progress on study to develop recommendations for a more integrated transit fare system in the Bay Area 	FTA 5303/STA	01/01/21	07/30/21

F. Anticipated Future Activities (FY 2022-23)

Anticipated Future Activities

- Performance Metric Evaluation and Framework. Continue implementation of recommendations from the Transit Sustainability Project. Update MTC Resolution 4060 as needed.
- Continue supporting Transit Recovery and Improvement efforts.
- Plan for TPI Investment program and the Annual LCTOP programming for TPI Investment projects.
- Continuation/advancement of transit coordination and ridership initiatives and studies.

Fiscal Year 2021-22 (SB1 Planning Formula Funds)

Project Description

In fiscal year 2021-22, SB1 Planning Formula Funds will continue to support initial tasks related to developing a transit vision strategy for the region. This project will align with both the outcomes emerging from the Transit Recovery Task Force, as well the Implementation Plan for Plan Bay Area 2050, slated for adoption in fall 2021.

These funds will directly support staff to solidify the goals and objectives of the transit vision strategy, as well as to refine an initial scope for the project in consultation with regional stakeholders.

Responsible Parties

MTC staff will lead this work, working in coordination with regional stakeholders.

Overall Project Objectives

- Refine a work scope consistent with Transit Recovery Task Force outcomes, as well as transit-related actions included in the Plan Bay Area 2050 Implementation Plan. A regional transit vision will take an in-depth look at how the regional transit system currently functions and how the system might change in the future to better support regional travel needs in the future.
- Implementation of a regional transit vision will contribute to achieving state-mandated reduction targets.

Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Evaluate and align whether goals and objectives of developing a regional transit vision with outcomes of the Transit Recovery Task Force and the Plan Bay Area 2050 Implementation Plan	<ul style="list-style-type: none"> • Refined working papers/briefs • Summary report 	SB1/ General Fund	07/01/21	06/30/22
2.	Refine or revise work plan and scope for completing regional transit vision based on the outcomes of Task 1	<ul style="list-style-type: none"> • Meeting summaries with regional stakeholders • Work scope 	SB1/ General Fund	07/01/21	06/30/22
3.	Present findings to determine next steps	<ul style="list-style-type: none"> • Presentations • Summary reports 	SB1/ General Fund	07/01/21	06/30/22

FY 2021-22 OWP - Amendment No. 3

Work Element 1520: BART Metro 2030 and Beyond

Project Manager: Anup Tapase

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits	\$	-
Indirect		-
Other Operating		-
Consultants		554,559
Total Expenses	\$	554,559

REVENUES

FTA 5304 (FY 2019-20) C/O	\$	466,559
Cities/Local Funds		88,000
Total Revenues	\$	554,559

Federal Share

84.13%

B. Project Description

Objectives

- Analyze emerging population and job trends, including those being developed for Plan Bay Area, to better understand evolving travel markets.
- Prepare updated BART service plan scenarios and identify capital improvements to better serve Bay Area travel demand in a cost-effective manner.
- Improve reliability, increase ridership, reduce regional VMT and greenhouse gases.
- Prioritize strategies based on their benefit to BART and the region.
- Develop recommendations and a phased implementation plan

Description

- California is confronting a housing crisis, and an imperative to create sustainable communities that link jobs and housing to reduce GHG emissions. To better connect communities with seamless mobility, the San Francisco Bay Area Rapid Transit District (BART) will develop a 2030 systemwide service plan and identify capital projects to improve operational efficiency and financial stability, maximize ridership, reduce GHG emissions, and provide an alternative to

regional congestion.

- The project will produce future BART service plans, focusing on 2030, and an associated prioritized capital project list (such as new storage facilities and bypass tracks) that would fully leverage planned system investments while improving operational efficiency and maximizing ridership. By better matching BART service and regional demand patterns, the project will help implement the regional Sustainable Communities Strategy, improve job access for all communities, and reduce greenhouse gases.
- The Operating Service Plan will plan for major changes including;
 - Implementation of the Communications-based Train Control System, and expanded fleet, which will allow 30 trains per hour in the Transbay tube, compared to 23 today.
 - Declining off peak ridership, partly caused by the growing popularity of Transportation Network Companies, which makes weekend and evening service less productive.
 - Future regional growth based upon predictions from MTC’s Plan Bay Area 2050.
 - The need for ongoing track closures for maintenance;
 - Extension of BART to Berryessa in San Jose, and to downtown San Jose and Santa Clara by 2026.
- Potential Capital projects that will position the agency to respond to the above challenges. BART has already identified a list of potential capital improvements, including new maintenance and storage facilities, passing tracks and crossovers that would position the agency to respond to these challenges. Through BART Metro 2030 and Beyond, BART will further define and prioritize these improvements based on how they benefit the region and allow BART to deliver higher quality service at lower cost.
- This project’s main fund source is FTA5304 Strategic Partnerships Grant, wherein MTC is the grantee and BART is the sub-recipient.
- Work will be completed by BART staff and consultants, with MTC acting in an oversight and funding pass-through role. BART staff will act as project manager and task leads for all tasks, including operations analysis and public outreach. Consultants selected from BART’s on-call planning bench and overseen by the BART project manager and task leads will support in the execution of analysis and production of deliverables.

C. Planning Factors Addressed

Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;

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

D. Previous Accomplishments

The 2013 BART Sustainable Communities Operations Analysis (SCOA), funded by Caltrans, completed a similar evaluation. Many of the prioritized projects have been implemented or have advanced to preliminary engineering. BART Metro 2030 will build upon that work, taking into consideration changes in ridership trends, incorporate updated information about upcoming BART projects, and look at potential operational needs extending beyond implementation of the Core Capacity Project.

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1	Kick-Off Meeting with Caltrans & Formation of Technical Advisory Committee	<ul style="list-style-type: none"> • Summary notes from meeting. Copy of finalized work program. 	FTA5304 /Local	Ongoing	6/30/22
2	Quarterly Invoicing, Progress Reports and Project Management <i>(Task 2 in project workplan)</i>	<ul style="list-style-type: none"> • Quarterly Project Reports, Invoices, other compliance documentation as needed 	FTA5304 /Local	Ongoing	06/30/22

3	<p>Procurement and Administration for Consultant Work <i>(Task 3 in project workplan)</i></p>	<ul style="list-style-type: none"> • Copy of consultant work plan, invoices from consultant 	FTA5304 /Local	Ongoing	06/30/22
4	<p>BART Operating and Capacity Existing Conditions <i>(Task 4 in project workplan)</i></p> <p>The project team will analyze and document BART's current operation and capacity conditions, and respective policies, to establish a summary of how planned changes might impact operations or capacity.</p>	<ul style="list-style-type: none"> • Operating and Capacity Existing Conditions Working Paper 	FTA5304 /Local	10/01/21	01/31/22
5	<p>Travel Market Analysis <i>(Task 5 in project workplan)</i></p> <p>To understand how future trends and changes in demand patterns will impact BART operations, the consultant will prepare a Travel Market Analysis Working Paper, which will identify a range of expected future ridership trends. We expect to use the BART ridership model to analyze potential future ridership, focusing on 2025, 2030, and 2035.</p>	<ul style="list-style-type: none"> • Travel Market Analysis Working Paper 	FTA5304 /Local	10/01/21	01/31/22
6	<p>Operational Strategies Development <i>(Task 6 in project workplan)</i></p> <p>Based on findings from Task 4, this task identifies and develops a range of potential operational concepts and associated capital projects to more effectively and efficiently serve the identified travel markets.</p> <p>Strategies will focus on improving BART's overall service considering changing demand patterns such as changes to BART and regional transit connectivity, declining off-peak ridership, changing operating constraints, and a desire for improved reliability.</p>	<ul style="list-style-type: none"> • Operational Strategies Working Paper 	FTA5304 /Local	12/01/21	02/28/22

7	<p>Public Engagement – Potential Strategies <i>(Task 7 in project workplan)</i></p> <p>BART will conduct outreach to gather feedback on potential strategies, as well as ideas for new strategies from the public.</p>	<ul style="list-style-type: none"> • Memo summarizing the outreach process and findings 	FTA5304 /Local	11/01/21	02/28/22
8	<p>Evaluation Criteria <i>(Task 8 in project workplan)</i></p> <p>This task will refine the project goals and define the evaluation criteria that will help the project team evaluate and compare the benefits of various operational strategies and associated capital projects.</p>	<ul style="list-style-type: none"> • Evaluation Criteria Memorandum 	FTA5304 /Local	12/01/21	02/28/22
9	<p>Train Operator Staffing Forecast Model <i>(Task 9 in project workplan)</i></p> <p>This task will define a new process for estimated future full time equivalent staff levels, using BART’s new crew scheduling software, HASTUS. This model will be necessary to accurately estimate the cost of operational strategies in Task 10.</p>	<ul style="list-style-type: none"> • Operator staffing Model Memorandum • Spreadsheet-based operating staff model 	FTA5304 /Local	11/01/21	01/31/21
10	<p>Scenario Development <i>(Task 10 in project workplan)</i></p> <p>This task includes identification of concept-level infrastructure needs and operational plans. The consultant team will prepare service plans by discrete time periods for each scenario. This includes breaking the service plan into time-of-day buckets as well as key years where new operational plans would be phased in (e.g. 2025, 2030 and 2035). The strategies will be organized into six (6) scenarios for purposes of preparing an operational assessment.</p>	<ul style="list-style-type: none"> • Scenario Development working paper 	FTA5304 /Local	01/01/22	03/31/22

11	<p>Simulation <i>(Task 11 in project workplan)</i></p> <p>The study team will use simulation and forecasting tools to assess the benefits, potential conflicts, and overall impacts of the scenarios. The team will also analyze potential tradeoffs of the scenarios, such as the reduced time for maintenance that could result if evening and weekend hours of service and & frequencies are increased.</p>	<ul style="list-style-type: none"> • Operating Feasibility and Analysis of Scenarios memorandum 	FTA5304 /Local	02/01/22	04/30/22
12	<p>Costs <i>(Task 12 in project workplan)</i></p> <p>The Project Team will prepare order of magnitude cost estimates for capital projects and annual operating and maintenance (O&M) cost estimates for each of the scenarios</p>	<ul style="list-style-type: none"> • Consultant (capital costs), BART (operating costs) 	FTA5304 /Local	02/01/22	04/30/22
13	<p>Scenario Analysis and Evaluation <i>(Task 13 in project workplan)</i></p> <p>Using the identified criteria, the consultant will evaluate the performance of the scenarios and assess their benefits and costs using the outputs of the service planning simulation, ridership forecasting, line load analysis, and capital and O&M costs estimates.</p>	<ul style="list-style-type: none"> • Scenario Evaluation Working Paper 	FTA5304 /Local	03/01/22	05/31/22
14	<p>Public Engagement - Scenario Evaluation (2nd of 2 Public Outreach Tasks) <i>(Task 14 in project workplan)</i></p> <p>To engage the public's help in prioritizing study recommendations, the Project Team will create an interactive website where BART riders and the general public can help prioritize</p>	<ul style="list-style-type: none"> • Memo summarizing the outreach process and findings 	FTA5304 /Local	03/01/22	05/31/22

	potential projects based on their benefits and given a funding constraint. This website will be supplemented by in-station outreach as appropriate.				
15	<p>Implementation Approach <i>(Task 15 in project workplan)</i></p> <p>The study team will summarize priority recommendations and provide a phased implementation plan for recommended operating service scenarios and capital projects, including potential funding sources and high-level schedules for capital project design and construction.</p>	<ul style="list-style-type: none"> • Implementation Approach Memorandum 	FTA 5304 /Local	04/01/22	05/31/22
16	<p>Final Report and Briefing Book <i>(Task 16 in project workplan)</i></p> <p>The study results will be compiled into a final report that will summarize the study process, analysis, and recommendations including the phased implementation plan.</p>	<ul style="list-style-type: none"> • Final report that will summarize the study process, analysis, and recommendations including the phased implementation plan. 	FTA 5304 /Local	05/01/22	06/30/22

E. Anticipated Future Activities (FY2022-23)

The performance period for this effort ends 6/30/2022. No work anticipated after that time.

FY 2021-22 OWP - Amendment No. 3

Work Element 1521: Bay Area Rail Partnerships: Project Delivery and Governance

Project Manager: Shruti Hari/Anne Spevack

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits	\$	34,536
Indirect		17,288
Other Operating		-
Consultants		400,000
Total Expenses	\$	451,824

REVENUES

FTA 5304 (FY 2020-21)	\$	400,000
General Fund		51,824
Total Revenues	\$	451,824

Federal Share

88.53%

B. Project Description

- Objectives**
- Regionally assess and identify possible project delivery and governance options.
 - Assess and identify project delivery structures and partnerships for specific major rail projects under development and planned.
 - Assess how different rail corridor governance and management models impact the delivery of an integrated regional rail network, and identify board governance and management models.

- Description**
- A collection of transformational rail corridor project and planning efforts are underway in the Bay Area; each led by different agencies. This presents a unique opportunity for MTC and its rail partners to connect, collaborate, and evaluate how to advance these rail projects to better support these major infrastructure changes, megaproject delivery, and seamless rail service connectivity from a customer focused and system perspective. Strategic choices related to governance and organizational structure are needed to set the foundation to successfully deliver the next-generation regional rail investments. Building on existing efforts, MTC, in partnership with rail providers in the region, will identify project delivery and governance structures that utilize existing expertise and identify partnerships and structures to build and operate a more seamless and customer focused rail network.

This project will bring together Bay Area rail operators in a collaborative working group; assess existing rail linkages, issues, and challenges; identify options for coordinated project delivery and governance structures; and develop a final report and presentation outlining recommendations and next steps.

In 2007, MTC completed a Regional Rail Study in partnership with the California High Speed Rail Authority, BART, and Caltrain. This plan outlined strategies to increase rail service, expand the rail network, develop connections with high-speed rail, and coordinate investment within transit-oriented neighborhoods and business districts. The Bay Area Rail Partnerships Project will instead focus on project delivery methods and governance structures to improve management and coordination amongst the Bay Area's rail services.

Responsible Parties:

- MTC Staff
- Consultant (to be identified)

C. Planning Factors Addressed

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

D. Previous Accomplishments

N/A – new work element

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Project Initiation	<ul style="list-style-type: none"> • Kick-off meeting with Caltrans • Request for Proposal (RFP) • Execute consultant contract and a copy MTC's procurement procedures 	FTA 5304/ General Fund	07/01/21	06/30/21
2.	Fiscal Management	<ul style="list-style-type: none"> • Progress Reports to Caltrans • Invoices to Caltrans 	FTA 5304/ General Fund	12/01/21	07/31/22
3.	Project Team and Partners	<ul style="list-style-type: none"> • Project Charter • Meeting Schedule 	FTA 5304/ General Fund	12/01/21	07/31/22
4.	Existing Conditions, Challenges and Key Questions	<ul style="list-style-type: none"> • Existing Conditions Report • Key Questions and Factors Summary 	FTA 5304/ General Fund	12/01/21	01/31/22
5.	Identify Structures and Options	<ul style="list-style-type: none"> • Project Delivery Structure Options • Board and Governance Structure Options 	FTA 5304/ General Fund	04/01/22	05/31/22
6.	Final Report, Recommendations and Next Steps	<ul style="list-style-type: none"> • Draft Report, Recommendations, and Next Steps • Final Report, Recommendations and Next Steps • Presentation to MTC 	FTA 5304/ General Fund	02/01/22	07/31/22

F. Anticipated Future Activities (FY 2022-23)

All tasks listed above will start in FY 2020-21 and continue into FY 2021-22 and FY 2022-23 depending on the task.

FY 2021-22 OWP - Amendment No. 2

Work Element 1611: Regional Growth Framework Planning and Implementation

Project Manager: Mark Shorett

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits	\$	406,609
Indirect		203,549
Other Operating		-
Consultants		25,047,932
Total Expenses	\$	25,658,090

REVENUES

SB1 Formula Funds (FY 2021-22)		\$	160,277
SB1 Formula Funds (FY 2019-20) C/O			115,782
Surface Transportation Block Grant (STBG)			22,159,000
Toll Credits	2,541,637		
REAP			470,000
Surface Transportation Block Grant (STBG)			624,765
MTC Exchange Funds			2,000,000
General Fund			128,266
Total Revenues		\$	25,658,090

Federal Share

86.36%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

Surface Transportation Block Grant requires local match at 11.47% for the total project cost.

B. Project Description

- Objectives
 - Implement of the Bay Area's RTP (Plan Bay Area) by advancing a future growth pattern integrated with the region's transportation network in locations identified in the Plan.

- Reduce the combined cost of housing and transportation for the region's households.
- Increase travel choice, promote utilization of major transit investments, and reduce automobile Vehicle Miles Travelled (VMT).
- Increase efficiency of the region's goods movement system.
- Preserve open spaces and natural resources through smart growth practices

Description

The Regional Growth Framework, including Priority Development Areas (PDAs), have formed the centerpiece of the last three Bay Area Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). A focused pattern of development, near high-quality transit, is what enables the region to develop a fiscally-constrained transportation plan, improve air quality, grow transit ridership, and improve mobility options for all residents.

Information about Priority Development Areas (PDAs) can be found here: <https://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/priority-development-areas>.

The Regional Growth Framework Planning and Implementation Program focuses on four key elements – Priority Development Area (PDA) Implementation, Priority Production Area (PPA) Implementation, Priority Area Designations and Guidelines, and Coordinate County Planning Funds – as well as an update of MTC's TOD Policy. All of these activities are necessary to implement a fiscally-constrained transportation plan, improve air quality, expand and sustain transit ridership, enhance economic efficiency, and improve mobility options for all residents. These elements support multiple federal planning factors (23 USC 134(h); 49 USC 5303):

- Increase the accessibility and mobility of people and for freight;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- 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;
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

PDA Implementation – Consistent with the RTP, this program seeks to

support growth around regional transit stations and along transit corridors through grants and Technical Assistance to complete and implement PDA plans, identifying and disseminating best practices, advancing regional discussion around Plan Bay Area implementation and establishing guidelines and strategies to advance consistency between the RTP and the region's growth pattern.

Planning Grants – Grants are available to local jurisdictions to complete plans in PDAs that implement the RTP through coordination of land use with the Plan Bay Area transportation investments and growth pattern while enhancing mobility within each PDA through strategies related to parking, multimodal circulation and access—spurring ridership, improving system performance, and reducing the need for single-occupancy vehicles. For example, see the planning grant-funded Diridon Integrated Station Concept Plan: <https://www.diridonsj.org/disc>.

Technical Assistance – Consultant assistance is available to local jurisdictions for projects that address specific obstacles to successful transportation and land use integration, such as district parking strategies for PDAs and updates to transportation impact review procedures to analyze Vehicle Miles Travelled (VMT), consistent with the RTP and state transportation policy. For example, see MTC's SB743 technical assistance webpage: <https://mtc.ca.gov/our-work/plans-projects/climate-change-programs/sb-743-shift-vmt>.

Planning Innovations – To increase region-wide awareness and discussion of cutting-edge issues related to transit-oriented development, staff hosts expert-panel forums and webinars highlighting these issues. In addition, staff posts these events and implementation resources on the Planning Innovations website: <https://mtc.ca.gov/our-work/plans-projects/focused-growth-livable-communities/priority-development-areas/planning>.

Regional Studies – To identify and disseminate replicable best practices for achieving transit-oriented development consistent with Plan Bay Area, staff also engage in focused regional studies responsive to key issues identified in the Plan. For example, previous studies include an analysis of options for financing the infrastructure in transit station areas necessary to improve station access, promote active transportation and focus growth within walking distance of the station. For more information, see the Infrastructure Financing study here: https://mtc.ca.gov/sites/default/files/Infrac_Financing_White_Paper_6-23-16.pdf

PPA Planning – New in fiscal year 2022, staff will work to develop a Priority Production Area (PPA) program that advances coordination of economic development and industrial growth with the region’s goods movement network, consistent with Plan Bay Area 2050. The program will help to preserve existing and focus new middle-wage jobs in PPAs--industrial zones across the Bay Area that leverage goods movement corridors and provide access to low-income households—by addressing the unique challenges and opportunities of each PPA in partnership with cities and counties, resulting in reduced commute distances and congestion, greater access to job opportunities, and more efficient goods movement.

Priority Area Designations and Guidelines– Staff maintain and periodically update eligibility criteria for areas for location-efficient growth consistent with the RTP that improve regional transportation system performance. These include PDAs, Priority Production Areas (PPAs) and other areas not yet designated PDAs that offer access to high frequency transit service and to jobs, high-quality education, and other opportunities. In addition, staff administer applications, and review and recommend for adoption eligible PDA and PPAs. These priority areas are the focal point for the coordinated transportation and land use pattern in Plan Bay Area. The current guidelines are available here:

<https://mtc.legistar.com/View.ashx?M=F&ID=7232840&GUID=43BC526B-7329-409A-874A-712666128E12>.

Coordinate County Planning Funds – Staff coordinate with County Transportation Agencies (CTAs) to align regional and county-level planning and funding to implement Plan Bay Area by increasing transit-oriented development in location-efficient PDAs identified in the RTP and increasing mobility options in these areas through strategies such as parking management, multimodal circulation, and pedestrian/bicycle safety improvements. This includes review and periodic updates to the PDA Investment and Growth Strategies required as part of the One Bay Area Grant (OBAG) program.

TOD policy update – MTC adopted a Transit-Oriented Development Policy in 2005 to ensure that land uses surrounding the region’s transit expansion investments supported new transit service. The policy has been successful in achieving planned housing thresholds in and around these transit stations and corridors. The next generation policy may explore a broader range of funding sources, projects and eligibility criteria, and will assess how to more broadly apply MTC’s TOD Policy to incentivize housing.

C. Planning Factors Addressed

- | | |
|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Planning Factors Addressed | <ul style="list-style-type: none">• Increase the accessibility and mobility of people and for freight;• Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;• Promote efficient system management and operation;• 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.• Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. |
|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

D. Previous Accomplishments

- | | |
|-------------------|-----------------------------------------------------------------|
| Objectives | <ul style="list-style-type: none">▪ Same as above |
|-------------------|-----------------------------------------------------------------|

- | | |
|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Accomplishments | <p>Completed Work Products:</p> <ul style="list-style-type: none">▪ Awarded more than 80 PDA/Station Area planning and Technical Assistance grants totaling \$33 million and resulting in capacity for over 100,000 housing units and 75 million square feet of commercial development in transit-served locations identified in the RTP's forecasted growth pattern, supported by parking, TDM, and connectivity strategies to enhance mobility in these areas▪ Convened more than 20 Planning Innovations events and disseminated resource materials▪ Completed nine requests for projects for PDA Planning/Technical Assistance requests for projects▪ Reviewed county congestion management agency PDA Investment and Growth Strategies▪ Completed certification of Sonoma Marin Rail Transit Ph. 1 consistency with MTC TOD policy (fall 2010)▪ Completed SR 82 Relinquishment Exploration Study (2015)▪ Completed Infrastructure Financing White Paper (2016)▪ Completed Public Lands Study (2018)▪ Launched competitive grant program for natural landscapes, agricultural lands, regional recreation and urban greening projects in Priority Conservation Areas, and awarded grants (2019)▪ Revised Regional Growth Framework, including updated criteria for PDAs and the introduction of criteria for PPAs (2019)▪ Adopted more than 200 locally nominated Priority Development Areas (PDAs) and 165 Priority Conservation Areas (PCAs) |
|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

- | | |
|----------------------|----------------------------------------------------------------------------------------------------------|
| Work Products | <ul style="list-style-type: none">• PDA Assessment (completed in concert with One Bay Area |
|----------------------|----------------------------------------------------------------------------------------------------------|

- Grant Assessment)
- Completed PDA plans and Technical Assistance projects
- Completed studies/reports
- Planning Innovations forums, webinars and website
- Updated PDA, PPA, and PCA designations
- Growth Framework Planning Guide (*currently Station Area Planning Manual*)

SB1 Funded Accomplishments

FY 17-18 fund source number 2210

- Work with partner stakeholders to finalize business plan and resolutions for Commission approval for TOAH 2.0 and Preservation Pilot- complete.
- Finalized funding agreements for TOAH 2.0 -complete
- Begin to work with SF, Alameda, and Santa Clara counties to develop funding agreements for the Jumpstart program- complete.
- Assessed initial data related to housing incentive pool- complete.
- Assess PDA planning and implementation strategies and their intersection with Climate Initiatives strategies- complete.

FY 18-19 - fund source number 2211

- Finalized funding agreements for Preservation Pilot- complete
- Drafted Jumpstart funding agreements – complete
- Finalized data assessment for housing incentive pool program for commission approval – complete
- Approved three scopes of work for SB743 technical assistance projects (PDA Planning/Climate Initiatives intersection) – complete.

FY 19-20 - fund source number 2215

- Completed consultant selection process and initiated integrated PDA/OBAG Assessment- complete
- Adopted PDA Guidelines update as part of broader Regional Growth Framework update.- complete

FY 20-21 - fund source number 2219

- Advanced integrated PDA/OBAG Assessment
- Developed scope of work and RFP for TOD Update study- complete
- Completed consultant selection process and initiated TOD Update study - complete
- Coordinated with agency staff, Technical Advisory Committee and stakeholders for TOD Update study

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff will administer and support existing PDA Planning Grant and Technical Assistance Programs (local jurisdictions, Completion TBD). Staff is responsible for program administration, and numerous consultants are responsible for completing the work.	<ul style="list-style-type: none"> • Adopted policies and programs that focus growth and improve mobility in transit-served areas identified in the RTP 	STBG	07/01/21	06/30/22
2.	Initiate and advance new PDA Planning and Technical Assistance Grants awarded in FY 2020-2021. Staff is responsible for program administration, and numerous consultants are responsible for completing the work.	<ul style="list-style-type: none"> • Completed Scopes of Work, project kickoff meetings, and deliverables for projects that focus growth and improve mobility in transit-served areas identified in the RTP. 	STBG/REAP	07/01/21	6/30/22

3.	Staff, working with consultants TBD, will conduct regional planning studies to advance implementation of Plan Bay Area and PDA plans, potentially including PDA Assessment next steps, accelerating TOD on public land, and Aging Mall and Office Park reuse as TOD	<ul style="list-style-type: none"> Draft and final regional studies that result in best practices necessary to implement key transportation/land use integration strategies in the RTP 	STBG	07/01/21	06/30/22
4.	Staff will convene Planning Innovations Forums and Webinars addressing key PDA planning and implementation issues	<ul style="list-style-type: none"> Planning Innovations Forums and Webinars 	STBG	07/01/21	06/30/22
5.	Staff will envision and develop a Priority Production Area Planning program for future implementation	<ul style="list-style-type: none"> Staff memos and presentations Program concept and implementation path forward 	General Fund	07/01/21	06/30/22
6.	Consultants (Low-Income Investment Fund and Enterprise Community Loan Fund) are responsible for allocation of TOAH Funds and Bay Area Preservation Pilot (BAPP) Funds, under the direction and oversight of staff.	<ul style="list-style-type: none"> Ongoing oversight of revolving loan funds 	MTC Exchange	07/01/21	06/30/22
7.	Staff will coordinate transportation and land-use planning with CTAs	<ul style="list-style-type: none"> Participation in monthly CTA meetings 	STBG	07/01/21	06/30/22

F. Anticipated Future Activities (FY 2022-23)

- Anticipated Future Activities
- Continue administration of planning, technical assistance grants.
 - Develop guidance for coordinating Growth Framework implementation, consistent with Plan Bay Area
 - Continue and complete regional studies
 - Planning Innovations
 - Continued implementation of Priority Production Area planning efforts
 - Continue coordination of transportation and land-use planning with CTAs
 - Based on findings of PDA Assessment and strategies included in Plan Bay Area 2050, refine program and pursue key Plan strategies related to TOD and transportation control measures

Work Element 1611: Priority Development Area (PDA) Planning and Implementation – Fiscal Year 2021-22 (SB1 Planning Formula Funds)

Project Description

PDA Planning and Implementation is key to fully realizing and implementing the region's Regional Transportation Plan/Sustainable Communities Strategy, or Plan Bay Area. PDAs serve as the framework for where the majority of development growth will occur over the time horizon of the Plan. MTC has provided planning grants and technical assistance to local jurisdictions for over 10 years to strengthen the connection between transportation and land use. In fiscal year 2021-22, SB1 Planning Formula Funds will be used for one key project in this work element.

1. TOD policy update - MTC adopted a Transit-Oriented Development Policy in 2005 to ensure that land uses surrounding the region's transit expansion investments supported new transit service. The policy has been successful in achieving planned housing thresholds in and around these transit stations and corridors. The next generation policy is exploring a broader range of funding sources, projects and eligibility criteria, and is assessing how to more broadly apply MTC's TOD Policy to incentivize housing. The project began in FY 20-21 and is expected to conclude in FY 21-22.

Project Objectives

- Implement of the Bay Area's RTP (Plan Bay Area) by advancing a future growth pattern integrated with the region's transportation network in locations identified in the Plan.
- Reduce the combined cost of housing and transportation for the region's households.

- Increase travel choice, promote utilization of major transit investments, and reduce automobile Vehicle Miles Travelled (VMT).
- Increase efficiency of the region’s goods movement system.
- Preserve open spaces and natural resources through smart growth practices including infill development.

D. Work Plan (FY 2021-22)

Task No. 1 TOD Policy Update	Task Description	Work Products	Fund Source	Start Date	End Date
	Staff and consultant team (Strategic Economics) will coordinate with agency staff, Technical Advisory Committee and stakeholders	Alignment with related MTC efforts, meeting agendas, presentations or summary notes	SB1/ General Fund	07/01/21	Ongoing through project duration
	Staff and consultant team will develop and Deliver Policy Alternatives	Project deliverables	SB1/ General Fund	07/01/21	12/31/21
	Staff and consultant tea will deliver a draft TOD Policy	Draft report	SB1/ General Fund	10/01/21	02/15/22
	Staff and consultant team will finalize project	Final report, materials	SB1/ General Fund	12/01/21	04/30/22

Anticipated Future Activities (FY 2022-23)

- Anticipated Future Activities
- Integrate TOD Policy Update final report/policy into appropriate programs
 - Communicate findings and impacts to all affected parties

FY 2021-22 OWP - Amendment No. 1

Work Element 1614: Vehicle Miles Traveled - Reduction Planning for Priority Development Areas

Project Manager: James Choe/ Krute Singa/ Therese Trivedi

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits	\$	50,161
Indirect		25,111
Other Operating		-
Consultants		539,534
Total Expenses	\$	614,806

REVENUES

SHA Sustainable Communities (FY 2020-21) C/O	\$	539,534
General Fund		75,272
Total Revenues	\$	614,806

Federal Share

0.00%

B. Project Description

Objectives

- Develop and update plans and policies that support the reduction of VMT to help local jurisdiction reduce associated transportation greenhouse gas emission and to help the Bay Area meet its regional GHG reduction targets through its SCS strategies
- Encourage infill growth anchored around transit service while also developing access to a diversity of mobility options, particularly in Priority Development Areas with disadvantaged communities
- Develop a framework for development project review and permitting that will require parking and transportation demand management plans to reduce VMT impacts associated with new residential and commercial developments
- Conduct a study to update development impact fees to include multimodal and other transportation improvements that can support VMT reduction
- Develop a road safety plan that takes a proactive approach to identifying safety improvement projects by completing a system-wide, data-driven analysis of collisions
- Develop a bicycle and pedestrian infrastructure action plan that identifies and prioritizes short-term projects to support increased bicycle and pedestrian travel
- Develop resource materials that can support other local jurisdictions interested in developing plans or adopting policies that can support VMT reduction in smart growth areas

Description

A core element of MTC's strategy to accommodate growth while limiting VMT and GHG emissions is the Regional Growth Framework. The Growth Framework establishes a process by which cities and counties designate areas within their jurisdictions to prioritize for infill development, called Priority Development Areas (PDAs). The PDA program is a core strategy in MTC's Sustainable Communities Strategy (SCS) to accommodate expected housing and job growth in compact infill areas while meeting the region's greenhouse gas (GHG) emission reduction targets.

MTC established a new type of PDA designation, called Connected Community PDAs, which expands the area throughout the region that are eligible to be designated as priority compact growth locations. Furthermore, nearly all of the locations are partially or fully in disadvantaged communities, as defined under SB 535 or AB 1550. The two partner Cities included in this proposal,

City of Vallejo and City of Richmond, are each planning for four Connected Community PDAs, which include disadvantaged communities and face particular land use and transportation challenges.

The project will include the development of a toolkit of resources to help local jurisdictions support and plan for the expansion of multimodal transportation options in the region's PDAs. The toolkit will be used to develop planning products by two partner Cities.

The toolkit will help cities and counties with Connected Community PDAs and other interested local jurisdiction to align planning efforts with VMT reduction. Many jurisdictions, particularly cities and county areas outside of the regional urban core, have strained planning capacities, and these resources are aimed to help those places develop land use and transportation plans that promote compact infill development while promoting and providing safe multimodal transportation options connected to transit service.

C. Planning Factors Addressed

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

D. Previous Accomplishments

- Grant was awarded and Notice to Proceed issued (November 2020)
- Administrative kickoff meeting was held with Caltrans, MTC, City of Vallejo, and City of Richmond staff (December 2020)

Objectives	<ul style="list-style-type: none"> • Same as sections b.c, and d
Accomplishments	<ul style="list-style-type: none"> • Grant was awarded and Notice to Proceed issued (November 2020) • Administrative kickoff meeting was held with Caltrans, MTC, City of Vallejo, and City of Richmond staff (December 2020)
Work Products	<ul style="list-style-type: none"> • Same as above

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	<ul style="list-style-type: none"> • Project Kick-off and VMT Reduction Planning Toolkit 	<ul style="list-style-type: none"> • Kick-off meeting notes • Invoices • Quarterly reports • Request for Proposal (RFP), executed consultant contract, and a copy of MTC procurement procedures • VMT Reduction Planning Toolkit 	SHA Sustainable Communities/ General Fund	07/01/21	06/30/22
2.	<ul style="list-style-type: none"> • Planning Element A: Development PTDM Plan Framework and Transportation Impact Fee Study 	<ul style="list-style-type: none"> • Report on existing conditions • Presentations, event materials, and summary of engagement activities • Draft and Final Development PTDM Plan Framework • Draft and Final Transportation Impact Fee Study 	SHA Sustainable Communities/ General Fund	07/01/21	06/30/22

3.	<ul style="list-style-type: none"> Road Safety Plan and Bicycle and Pedestrian Infrastructure Action Plan 	<ul style="list-style-type: none"> Draft and Final Road Safety Plan Draft and Final Bicycle and Pedestrian Infrastructure Action Plan Presentations, event materials, and summary of engagement activities 	SHA Sustainable Communities/ General Fund	07/01/21	06/30/22
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F. Anticipated Future activities (FY 2022-23)

- All tasks listed above are expected to continue into FY 2022-23
- Complete Task 2
- Complete Task 3
- Revise VMT Reduction Planning Toolkit

FY 2021-22 OWP - Amendment No. 2

Work Element 1621: Network Management—Planning for Implementation

Project Managers: Cheryl Chi and Shruti Hari

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits	\$	43,171
Indirect		21,610
Other Operating		-
Consultants		750,000
Total Expenses	\$	814,781

REVENUES

FTA 5304 (FY 2021-22)	\$	500,000
General Fund		64,781
RM2 Capital		250,000
Total Revenues	\$	814,781

Federal Share

88.53%

B. Project Description

- Objectives**
- Define and confirm priority accountability areas (responsibilities) for network management
 - Evaluate and make recommendations on network management structures
 - Identify next steps

Description There are 27 different transit operators in the San Francisco Bay Area, each governed by its own policy body and responsible for its business model, service, and performance. International, and increasing national examples, show that network management increases coordination between transit agencies and increases ridership. This project will further develop and analyze proposed network management concepts for the Bay Area identified by the Blue Ribbon Transit Recovery Task Force (BTRTF). A preferred alternative structure(s) for Regional Network Management (NM) will be recommended and next steps will be identified.

This project will coordinate with the Regional Rail Partnerships effort (WI 1521) that is examining options for rail governance in the Bay Area.

Responsible Parties:

- MTC Staff
- Consultant (to be identified)

C. Planning Factors Addressed

- 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
- Promote efficient systems of management and operation

D. Previous Accomplishments

N/A – new work element

E. Work Plan (FY 2021 22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1	Project Administration	<ul style="list-style-type: none"> • Kick-off Meeting with Caltrans • Progress Reports to Caltrans • Invoices to Caltrans 	FTA 5304/ General Fund	07/01/21	06/30/24
2	Consultant Procurement	<ul style="list-style-type: none"> • Consultant RFP • Copy of contract between consultant and MTC 	FTA 5304/ General Fund	08/01/21	11/15/21
3	Document Existing Conditions & Refine NM Accountability Areas	<ul style="list-style-type: none"> • Memo on problem statement and existing conditions • Memo on accountability areas 	FTA 5304/ General Fund	11/15/21	03/31/22
4	Refine NM Structure Alternatives	<ul style="list-style-type: none"> • Memo on refinements to Network Management Alternatives and identification of alternatives to advance for further analysis 	FTA 5304/ General Fund	12/01/21	05/31/22
5	Alternatives Analysis	<ul style="list-style-type: none"> • Memo on evaluation criteria and methodology • Report comparing performance of each alternative 	FTA 5304/ General Fund	02/01/22	08/31/22
6	Stakeholder and Community Engagement	<ul style="list-style-type: none"> • Agendas, presentation materials • Meeting minutes 	FTA 5304/ General Fund	11/15/21	06/30/23

Budget (FY 2021-22 Estimate)

EXPENSES

Salaries and Benefits	\$	28,620
Indirect		13,325
Other Operating		-
Consultants		323,750
Total Expenses	\$	365,695

REVENUES

FTA 5304 (FY 2021-22)	\$	323,750
General Fund		41,945
Total Revenues	\$	365,695

Federal Share

88.53%

F. Anticipated Future Activities (FY 2022-23)

Budget (FY 2022-23 Estimate)

EXPENSES

Salaries and Benefits	\$	12,608
Indirect		7,312
Other Operating		-
Consultants		153,750
Total Expenses	\$	173,670

REVENUES

FTA 5304 (FY 2021-22)	\$	153,750
General Fund		19,920
Total Revenues	\$	173,670

Federal Share

88.53%

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1	Project Administration	<ul style="list-style-type: none"> • Kick-off Meeting with Caltrans • Progress Reports to Caltrans • Invoices to Caltrans 	FTA 5304/ General Fund	Ongoing	06/30/24
2	Alternatives Analysis	<ul style="list-style-type: none"> • Memo on evaluation criteria and methodology • Report comparing performance of each alternative 	FTA 5304/ General Fund	continuing	08/31/22
3	Recommendations and Next Steps to Implementation	<ul style="list-style-type: none"> • Report on recommended NM Alternative(s) • Memo on Implementation Strategy • Draft complete report 	FTA 5304/ General Fund	07/01/22	04/30/23
4	Stakeholder and Community Engagement	<ul style="list-style-type: none"> • Agendas, presentation materials • Meeting minutes 	FTA 5304/ General Fund	continuing	06/30/23

G. Anticipated Future Activities (FY 2023-24)

Budget (FY 2023-24 Estimate)

EXPENSES

Salaries and Benefits	\$	1,943
Indirect		973
Other Operating		-
Consultants		22,500
Total Expenses	\$	25,416

REVENUES

FTA 5304 (FY 2021-22)	\$	22,500
General Fund		2,916
Total Revenues	\$	25,416

Federal Share

88.53%

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1	Project Administration	<ul style="list-style-type: none"> • Kick-off Meeting with Caltrans • Progress Reports to Caltrans • Invoices to Caltrans 	FTA 5304/ General Fund	Ongoing	06/30/24
2	Final Report, Board Review/ Approval	<ul style="list-style-type: none"> • Agendas, presentation materials • Meeting minutes • Final Report • MTC Board Resolution and meeting minutes 	FTA 5304/ General Fund	07/01/23	06/30/24

FY 2021-22 OWP - Amendment No. 1

Work Element 1622: Next Generation Bay Area Freeways Study

Project Manager: Anup Tapase

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits	\$	336,534
Indirect		168,466
Other Operating		-
Consultants		120,000
Total Expenses	\$	625,000

REVENUES

FHWA SP&R	\$	500,000
General Fund		125,000
Total Revenues	\$	625,000

Federal Share

80.00%

B. Project Description

- Objectives**
- Advance implementation of Plan Bay Area 2050 through a collaborative study with state and partner agencies, and supplement the state's and partner agencies' growing body of research on road charge implementation.
 - Enhance decision-maker and public understanding of existing and future transportation and environmental challenges, and the potential of road pricing as part of the solution.
 - Collaboratively develop goals for freeway pricing toward an affirmative, equitable vision for a priced, modern, multimodal freeway network with significantly improved mobility, equity and environmental outcomes.
 - Co-create pathways toward the vision that weave together pricing and complementary strategies necessary for win-win outcomes for a diverse range of stakeholders and evaluate through in-depth technical analysis.
 - Enhance understanding of requirements for operational deployment of freeway pricing strategies, building on existing body of research.
 - Identify specific sub-regions or freeway corridors for potential future initiatives such as further planning studies, alternatives analyses and/or pilot programs, informing the next Plan Bay Area update in 2025.

Description

- The Bay Area’s freeway network suffers from chronic traffic congestion that is bound to persist in the absence of transformative strategies. Time spent in congestion has increased at 1.5 times the rate of population growth since 2000, driven by continued dependence on single occupancy autos as the primary mode for commute. Plan Bay Area 2050, the region’s latest RTP/SCS to be adopted in late 2021, forecasts the region’s population to rise by nearly 15% between now and 2035. If no new significant strategies are pursued, travel times on major freeways are projected to increase by 30% and per capita greenhouse gas (GHG) emissions by 8% – far from the state’s target of -19%.
- A fundamental shift is needed to transform the Bay Area transportation landscape, and freeway pricing solutions offer promise. Plan Bay Area 2050 recommends implementation of per-mile tolling on congested freeway corridors with parallel transit alternatives in a phased manner between 2030 and 2035, identified as Strategy T5. The objective is to reduce traffic congestion and GHG emissions by de-incentivizing auto use, particularly during peak periods, while simultaneously generating revenue to fund improvements and advance an affirmative equitable vision. This study serves as the first action toward implementation of the Plan Bay Area 2050 strategy.
- This study will explore “pathways” toward modernizing the Bay Area’s freeways, with collaboratively identified goals. The pathways would be centered on two to three pricing mechanisms and include complementary strategies such as pricing mitigations and transit and active/shared mode strategies that enable win-win outcomes for a diverse range of communities and stakeholders. The study will rely on in-depth technical analysis and community engagement. Alongside, the study will also explore options for operational deployment.
- This study will place equity in a central role, recognizing that the study recommendations must not simply mitigate equity concerns but advance an affirmative, equitable vision. Toward an equitable process, the study will be based on deep engagement with diverse stakeholder groups and communities. Toward equitable outcomes, the study will focus not only on minimizing the adverse impacts of freeway pricing on population subgroups, but also utilizing freeway pricing to address historical and structural inequities.
- The total project costs over the three-year grant cycle is projected to be \$1,750,000 as follows:
 - FY 2021-22: FWHA SP&R grant - \$500,000
 - FY 2021-22: General Fund local match - \$125,000
 - FY 2022-23 and FY 2023-24: Remaining project funding from various sources to be included in future OWPs - \$1,125,000
- All funding will be necessary to complete the project scope and deliverables. Future funding may include federal planning grant funds which will delineate the eligible nexus with this planning study.

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

C. Planning Factors Addressed

- Planning Factors Addressed**
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 - Increase the safety of the transportation system for motorized and non-motorized users;
 - Increase the 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.

D. Previous Accomplishments

None – grant was awarded in FY 2021-22 and the Notice to Proceed for project implementation is anticipated to occur no later than November 1, 2021.

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Project Administration <i>(Task 01 in project workplan)</i>	<ul style="list-style-type: none"> • Kick-off meeting with Caltrans - Meeting Notes • Finalized work program, with scope, timeline, key milestones and deliverables • Quarterly invoices and progress reports 	FHWA SP&R/ General Fund	07/01/21	12/31/23
2.	Consultant Procurement <i>(Task 02 in project workplan)</i>	<ul style="list-style-type: none"> • Executed consultant contract 	FHWA SP&R/ General Fund	11/01/21	03/31/22

3.	<p>Existing and Forecasted Conditions</p> <p><i>(Task 1 in project workplan)</i></p> <p>This task will summarize historical, existing and future issues surrounding Bay Area freeways, including existing inequities and future travel and environmental conditions in 2035.</p>	<ul style="list-style-type: none"> • Memorandum summarizing issues surrounding Bay Area freeways • Materials for enhancing public and decision-maker understanding of existing and forecasted freeway conditions 	FHWA SP&R/ General Fund	02/01/22	04/30/22
4.	<p>Case for Pricing</p> <p><i>(Task 2 in project workplan)</i></p> <p>This task will compile existing research on benefits/burdens of road pricing strategies, illustrate the benefits of pricing, and the potential positive and negative impacts on equity.</p>	<ul style="list-style-type: none"> • Memorandum summarizing the case for pricing as part of the solution • Material for enhancing public and decision-maker understanding of the benefits of pricing 	FHWA SP&R/ General Fund	02/01/22	04/30/22
5.	<p>Preliminary Goals and Concept Development</p> <p><i>(Task 3 in project workplan)</i></p> <p>This task is to identify preliminary goals of freeway pricing with the TAC and draw potential concepts for next-generation freeways, as perceived by road users. Concepts will comprise 2-3 options for pricing mechanisms and complementary strategies.</p>	<ul style="list-style-type: none"> • Memorandum/ Presentation with preliminary goals of freeway pricing, definitions of 2-3 pricing mechanisms and menu of complementary strategies • Material that enables public and decision-maker to visualize the concepts <p><i>(Note: this task will be completed in FY22-23)</i></p>	FHWA SP&R/ General Fund	05/01/22	07/31/22

Budget (FY 2021-22 Estimate)**EXPENSES**

Salaries and Benefits	\$	196,749
Indirect		112,482
Other Operating		-
Consultants		-
Total Expenses	\$	309,231

REVENUES

FHWA SP&R (FY 2021-22)	\$	247,385
General Fund		61,846
Total Revenues	\$	309,231

Federal Share**80.00%**

Note: MTC is obligated to budget the entire grant amount and its required match in the first year of the grant; the estimated budget for FY2021-22 is for informational purpose per Caltrans request.

F. Anticipated Future Activities (FY 2022-23)**Budget (FY 2022-23 Estimate)****EXPENSES**

Salaries and Benefits		\$	683,875
Indirect			390,971
Other Operating			-
Consultants			120,000
Total Expenses		\$	1,194,846

REVENUES

FHWA SP&R (FY 2021-22)		\$	247,077
General Fund			61,769
FHWA PL / FTA 5303			886,000
Toll Credits	101,624		
Total Revenues		\$	1,194,846

Federal Share**94.83%**

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Project Administration <i>(Task 01 in workplan)</i>	<ul style="list-style-type: none"> Quarterly invoices and progress reports 	FHWA SP&R/ General Fund	ongoing	12/31/23
2.	Preliminary Goals and Concept Development <i>(Task 3 in project workplan)</i> This task is to identify preliminary goals of pricing with the TAC and draw potential concepts for next-gen freeways, as perceived by road users. Concepts will comprise 2-3 options for pricing mechanisms and complementary strategies.	<ul style="list-style-type: none"> Memorandum/ Presentation with preliminary goals of freeway pricing, definitions of 2-3 pricing mechanisms and menu of complementary strategies Material that enables public and decision-maker to visualize the concepts 	FHWA SP&R/ General Fund / FHWA PL / FTA 5303	ongoing	07/31/22
3.	Public Engagement (Round 1 of 2): Goals and Pathways <i>(Task 4 in project workplan)</i> This task is to engage with the public and specifically marginalized communities, and with stakeholders, to improve understanding of the problem and perception of pricing, and gather input on goals and pricing concepts.	<ul style="list-style-type: none"> Presentations, website and online survey Raw survey results Memorandum summarizing engagement activities and findings 	FHWA SP&R/ General Fund / FHWA PL / FTA 5303	07/01/22	09/30/22
4.	Goals/Metrics to Evaluate Pathways <i>(Task 5 in project workplan)</i> This task will finalize the goals of freeway pricing based on input received, synthesize feedback to develop desired outcomes for the next-gen freeway network, and define metrics for evaluation.	<ul style="list-style-type: none"> Collaboratively identified goals for freeway pricing Synthesis of desired outcomes for next-generation freeway network Metrics to evaluate pathways 	FHWA SP&R/ General Fund / FHWA PL / FTA 5303	09/01/22	10/30/22
5.	Pathways Development <i>(Task 6 in project workplan)</i> This task is to develop 3-4 pathways based on concepts developed in Task 3 and public input, in alignment with defined goals. Pathways would be framed as packages that comprise a pricing mechanism and complementary strategies.	<ul style="list-style-type: none"> Definitions of 3-4 pathways as packages of pricing mechanisms + complementary strategies 	FHWA SP&R/ General Fund / FHWA PL / FTA 5303	09/01/22	12/31/22

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
6.	<p>Analysis (Round 1 of 2): Preliminary Outcomes and Pathways Prioritization</p> <p><i>(Task 7 in project workplan)</i></p> <p>This task is to analyze the 3-4 pathways identified in the previous task using travel demand modeling, identify preliminary outcomes at a regional/sub-regional level, and prioritize 2-3 pathways at the sub-regional level for further engagement/analysis.</p>	<ul style="list-style-type: none"> • Memorandum/presentation summarizing preliminary travel, environmental and gross revenue outcomes of 3-4 pathways • Metrics to measure success of pathways in achieving goals • Prioritization of pathways for further outreach and analysis 	FHWA SP&R/ General Fund / FHWA PL / FTA 5303	10/01/22	02/28/23
7.	<p>Pricing Deployment Strategies</p> <p><i>(Task 8 in project workplan)</i></p> <p>This task will explore options for deployment of pricing mechanisms, including critical elements such as field technology, payment collection mechanisms, and back-end administration.</p>	<ul style="list-style-type: none"> • Options for deployment of pricing strategies • Evaluation of options • Cost estimates for pricing deployment strategies 	FHWA PL / FTA 5303	10/01/22	03/31/23
8.	<p>Public Engagement (Round 2 of 2): Refining Pathways</p> <p><i>(Task 9 in project workplan)</i></p> <p>This task is to engage with the public, decision-makers, partners and other stakeholders, with a focus on those that may travel in the prioritized sub-regions, to get feedback on specifics of prioritized pathways.</p>	<ul style="list-style-type: none"> • Material for communicating preliminary outcomes of pathways • Materials to visualize the system in 2035 (in video format) • Memorandum summarizing engagement activities and findings • Feedback to refine pathways 	FHWA SP&R/ General Fund / FHWA PL / FTA 5303	02/01/23	04/30/23
9.	<p>Analysis (Round 2 of 2): Outcomes of Prioritized Pathways</p> <p><i>(Task 10 in workplan)</i></p> <p>This task is to refine pathways and analyze them further with travel demand modeling, determine metrics and prioritize one or more pathways for financial analysis.</p>	<ul style="list-style-type: none"> • Memorandum/presentation summarizing final travel, environmental and gross revenue outcomes of 3-4 pathways • Metrics to measure success of pathways in achieving goals • Prioritization of one of more pathways for further analysis 	FHWA SP&R/ General Fund / FHWA PL / FTA 5303	04/01/23	06/30/23

G. Anticipated Future Activities (FY 2023-24)

Budget (FY 2023-24 Estimate)

EXPENSES

Salaries and Benefits		\$	156,469
Indirect			89,454
Other Operating			-
Consultants			-
Total Expenses		\$	245,923

REVENUES

FHWA SP&R (FY 2021-22)		\$	5,538
General Fund			1,385
FHWA PL / FTA 5303			239,000
Toll Credits	27,413		
Total Revenues		\$	245,923

Federal Share

99.44%

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Project Administration <i>(Task 01 in project workplan)</i>	<ul style="list-style-type: none"> Quarterly invoices and progress reports 	FHWA SP&R/ General Fund	Ongoing	12/31/23
2.	Financial Forecasting and Business/Economic Case <i>(Task 11 in project workplan)</i> This task is to forecast financials through 2050 to understand net revenues and potential financial vehicles that can be used to implement complementary strategies, develop a potential investment timeline to implement the pathways, and conduct the business and economic benefit-cost analysis.	<ul style="list-style-type: none"> Financial forecasts through 2050 Potential investment plan for financial analysis Business/Economic case 	FHWA PL / FTA 5303	07/01/23	08/31/23

3.	<p>Recommendations and Implementation Plan</p> <p><i>(Task 12 in project workplan)</i></p> <p>This task is to develop recommendations for further study and a high-level implementation plan for the upcoming years. Recommendations will be based on the prioritized pathways that include optimal pricing mechanisms, complementary strategies, and prioritized sub-region(s) or freeway corridor(s) for implementation.</p>	<ul style="list-style-type: none"> • Recommendations for further study • High-level implementation plan 	FHWA PL / FTA 5303	07/01/23	09/30/23
4.	<p>Draft and Final Report</p> <p><i>(Task 13 in project workplan)</i></p> <p>This task is to compile the study process and results into a draft presentation, report and supplemental materials that can be shared with the public, decision-makers and stakeholders. MTC staff will present findings to state partners Caltrans D4, Caltrans HQ and other MPOs.</p>	<ul style="list-style-type: none"> • Draft Report • Briefer • Video • Final Presentation • Final Report • Board Adoption/ Acceptance 	FHWA PL / FTA 5303	08/01/23	11/30/23

Work Elements Funded by Federal/State Grants and Local Sources

A. Budget (FY 2021-22)

Work Element 1222: Bay Area Carpool Program, Bay Area Vanpool Program and Commuter Benefits Program

EXPENSES

Salaries and Benefits		\$	207,280
Indirect			103,766
Other Operating			-
Consultants			3,184,590
Total Expenses		\$	3,495,636

REVENUES

CMAQ		\$	1,951,046
Toll Credits	223,785		
TFCA			1,544,590
Total Revenues		\$	3,495,636

Federal Share

55.81%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

Description

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

Bay Area

Carpool Program

forms and maintains carpools by:

- Maintaining and upgrading the region's automated online ride match software and database;
- Marketing the use of private sector carpool matching tools;
- Marketing to employers to encourage employers to implement carpool subsidies, promote carpooling to their employees, and implement onsite employer strategies that encourage shared modes;
- Marketing carpool incentives funded by local funding sources and other programs in the region;
- Conducting community based marketing and outreach to raise carpooling awareness;
- Marketing carpooling as a travel mode during emergency situations and regional events affecting Bay Area travel; and
- Evaluating the services provided and conducting market research, as appropriate.

Bay Area Vanpool Program

forms and maintains vanpools by:

- Subsidizing the cost of vanpools in the amount of \$400 per month using local and federal funds while not exceeding the capital cost of contracting; and
- Marketing vanpooling as a commute mode in the Bay Area.

Bay Area Commuter Benefits Program

activities include:

- Outreach and marketing to employers, TDM partners, local agencies to raise awareness of compliance requirements and support registration for the Bay Area Commuter Benefits Program;
- Coordinate with the Bay Area Air Quality Management District, which is responsible for program enforcement, to ensure that outreach and marketing are aligned with compliance needs;
- Develop and maintain outreach and marketing materials to explain to employers how to comply with the ordinance; and
- Staff a phone help line for Bay Area Commuter Benefits Program support to support the marketing efforts.

Federal Planning Factors

The projects are funded with federal Congestion Mitigation and Air Quality (CMAQ) funds and meet the following Fixing America's Surface Transportation Act (FAST Act) planning factors:

- Promote efficient system management and operation
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life,

and promote consistency between transportation improvements and State and local planned growth and economic development patterns

Ongoing tasks:

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

Products

Estimated Completion Date

Carpool Program Quarterly Reports	Quarterly (or as required)
Carpool Program Annual Report	August
Vanpool Program Ridership Data	Monthly
Carpool/vanpool marketing collateral	Ongoing
Bay Area Commuter Benefits Program information on 511 and 511.org	Ongoing

Not funded by CPG grants

FY 2021-22 OWP - Amendment No. 2

Work Element 1223: Support Transportation Managements System Program

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits		\$	227,497
Indirect			113,886
Other Operating			-
Consultants			4,801,518
Total Expenses		\$	5,142,901

REVENUES

Surface Transportation Block Grant (STBG)		\$	4,992,901
Toll Credits	572,686		-
SAFE			150,000
Total Revenues		\$	5,142,901

Federal Share

97.08%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

Description

The Connected Bay Area (CBA) program, formerly known as Transportation Management System (TMS), encompasses (1) highway operations equipment and communications infrastructure; (2) critical freeway and incident management functions; and (3) Transportation Management Center (TMC) resources needed to actively operate and maintain both equipment and all these critical freeway and incident management functions. The program works to guide investment priorities of the Bay Area's intelligent transportation system (ITS) infrastructure, including the communications network that supports the operation of the ITS infrastructure, and ensure reliability and sustainability of a strong transportation management system (TMS).

Federal Planning Factors

The Connected Bay Area program is funded with federal Surface Transportation Block Grant (STBG) funds and exemplifies the following planning factors identified by law:

- Increase the safety of the transportation system for motorized and non-motorized users
- Promote efficient system management and operation

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Emphasize the preservation of the existing transportation system
- Increase the accessibility and mobility of people and freight

Specific activities for FY 21–22 will include:

- Manage initiatives and complete tasks according to the work plan, processes, and budget included in the Connected Bay Area Program Action Plan (developed jointly by MTC and Caltrans).
- Finalize and begin implementation of a new strategic plan for the Connected Bay Area program: an updated program vision and new project goals and investment priorities.
- Initiate and plan high priority communications connectivity projects outlined in the Bay Area Regional Broadband Communications Strategic Investment Plan.
- Manage the planning and design phases of the recommended telecommunications project on the Interstate 880 corridor.
- Report on key program initiatives and seek direction from the Freeway Management Executive Committee, which is made up of representatives from the California Highway Patrol (CHP), Caltrans and MTC.
- Convene CBA Working Group meetings (Caltrans, CHP, and MTC) to discuss and gather relevant input on TMS technical issues.

Work Products	Estimated Completion Dates
Provide support for CBA projects (e.g., Transportation Management Center related projects)	Ongoing
Program Strategic Plan	Fall 2021
Overseeing the planning and design of I-880 Corridor telecommunications project	Spring 2022

Not funded by CPG grants.

FY 2021-22 OWP - Amendment No. 2

Work Element 1224: Implement Regional Traveler Information Services

Project Manager: Nisar Ahmed

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits	\$	1,242,407
Indirect		621,949
Other Operating		-
Consultants		6,205,000
Total Expenses	\$	8,069,356

REVENUES

Surface Transportation Block Grant (STBG)		\$	7,364,356
Toll Credits	844,692		
RM2 Operating			170,000
STA			285,000
SAFE			50,000
FHWA Federal Work Zone Data Exchange (FWZD)			200,000
Total Revenues		\$	8,069,356

Federal Share

93.74%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

Description

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

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

The 511 program launched its latest website in August 2019. The new website focuses on data dissemination and provides a transportation map with several layers providing real-time traffic conditions, incidents, closures, construction, carpooling, vanpooling, and bicycling information. 511 provides support for regional programs, including the Bay Area Commuter Benefits Program, Drive Smart Bay Area, Bay Area Express Lanes, as well as local events affecting travel. 511 also offers data feeds and Application Programming Interfaces (APIs) for use by the developer community to create other tools and services. Among its many roles, the 511 program:

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

Ongoing tasks:

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

Major Products

Delivery Dates

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

(Other sources of funds are being used to fund the above projects – STBG, STA, RM2 & General Fund)

Not funded by CPG grants

FY 2021-22 OWP - Amendment No. 2

Work Element 1234: Arterial and Transit Management

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits		\$	248,724
Indirect			124,512
Other Operating			-
Consultants			10,300,000
Total Expenses		\$	10,673,236

REVENUES

Surface Transportation Block Grant (STBG)		\$	1,251,236
Toll Credits	143,517		-
Caltrans Grant for Clean California Initiative			7,000,000
CMAQ			1,900,000
Toll Credits	217,930		-
Cities/Local Funds			522,000
Total Revenues		\$	10,673,236

Federal Share **29.52%**

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

Project Description

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

Federal Planning Factors

The FPP is funded with Federal STBG and CMAQ funds and meets the following FAST Planning Factors as described in 23 USC 134(h):

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

Major Products

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

Delivery Dates

Bi-Annually
Bi-Annually
Annually
Within 24 to 36 months of project initiation, depending on project Complexity
Annually
Within 16 months of deployment

Organize Technology Transfer Seminars
Evaluate project deployments (as needed)

Ongoing Tasks

- Arterial Operations Committee (AOC): The Arterial Operations Committee (AOC) is comprised of local traffic engineers from public and private agencies who meet bi-annually to discuss various programs overseen by the Committee, regional projects that may have impacts on arterials, and other relevant issues, such as air quality conformity, status of funding obligations, upcoming grant and training opportunities, and new publications.
- Program for Arterial System Synchronization (PASS): The PASS provides technical and financial assistance to Bay Area jurisdictions to improve the safe and efficient operation of certain traffic signal systems and corridors. Under this regional program, technical assistance and financial support will be focused on traffic signal system projects that: interact with freeways and state highways; involve traffic signals from multiple jurisdictions; operate on corridors with established regional significance; provide priority for transit vehicles; and have been developed in conjunction with other regional programs. Projects are defined by local agencies and Caltrans District 4, evaluated by MTC staff, and assigned to consultants retained by MTC.
- Technology Transfer Program: The program offers free, half-day seminars on a variety of topics of interest to local traffic engineers, planners, students, etc. The seminars include technical presentations by topic experts as well as presentations from local engineers on recent projects in the Bay Area.
- Innovative Deployments to Enhance Arterials (IDEA): IDEA provides technical and financial assistance to Bay Area jurisdictions to improve arterial operations and demonstrate new transportation technologies through the deployment of applications using elements such as automated traffic signal performance measures, adaptive traffic signal control, advanced detection systems, transit signal priority and connected and automated vehicle deployments.

No CPG funds used

FY 2021-22 OWP - Amendment No. 2

Work Element 1235: Implement Incident Management Program

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits		\$	591,759
Indirect			296,237
Other Operating			-
Consultants			3,441,913
Total Expenses		\$	4,329,909

REVENUES

Surface Transportation Block Grant (STBG)		\$	887,996
Toll Credits	101,853		-
CMAQ			3,441,913
Toll Credits	394,787		
Total Revenues		\$	4,329,909

Federal Share 100.00%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

Description

I-880 Integrated Corridor Management (ICM) project. The I-880 Integrated Corridor Management (ICM) North Segment Project aims to minimize the burden of incidents occurring along I-880 by installing Intelligent Transportation System (ITS) equipment (e.g., electronic signs, cameras) on key arterial streets to redirect motorists safely and efficiently back onto I-880. This deployment of an arterial incident management system and related activities aim to improve corridor efficiency by balancing demand between arterials and freeway; and improve air quality by reducing vehicle emissions and fuel consumption exacerbated by incident related congestion. The project involves coordination with multiple agencies, including Caltrans, the City of Oakland, the City of San Leandro, and AC Transit.

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

Federal Planning Factors

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

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

Tasks:

- Oversee construction, system integration, and testing of the I-880 North Segment integrated corridor management (ICM) project. To manage traffic that naturally diverts from the freeway due to major incidents on I-880, the arterial incident management project will install ITS equipment on arterial streets along the I-880 corridor in the Cities of Oakland and San Leandro.
- Manage preliminary studies for the potential I-880 Central Segment, including coordination with multiple agencies, including Caltrans and the City of San Leandro.
- An IM Task Force made up of CHP, Caltrans and MTC representatives meets every other month to help facilitate interagency cooperation and oversee the development of specific short-term actions and projects to improve TIM.
- Interagency coordination meetings/workshops are held quarterly and include participation by CHP, Caltrans, MTC and first responder agencies including Fire, Coroner, Tow, AAA, PG&E, Public Works and FHWA. The multi-agency partnership promotes and facilitates coordination among traffic incident management and response personnel, to enhance the safe and quick clearance of traffic incidents.

Major Products

Delivery Date

Implement IMP Projects	Ongoing
Hold inter-agency incident coordination workshops	Quarterly

Not funded by CPG grants

FY 2021-22 OWP - Amendment No. 2

Work Element 1237: Freeway Performance Program

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits	\$	1,077,546
Indirect		539,420
Other Operating		60,500
Consultants		7,617,500
Total Expenses	\$	9,294,966

REVENUES

SB 170		\$	3,000,000
Surface Transportation Block Grant (STBG)			3,877,466
Toll Credits	444,745		-
RM2 Capital			400,000
SAFE			25,000
MTC Exchange			1,992,500
Total Revenues		\$	9,294,966

Federal Share

41.72%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

Description

MTC continues to focus on ways to improve the efficiency, safety and reliability of freeway travel for people and freight through improved freeway, arterial, transit operations, demand management and resiliency strategies. Major initiatives include Bay Bridge Forward, Richmond-San Rafael Forward, Dumbarton Forward, Napa Forward, and Resilient State Route 37.

The Freeway Performance Program (FPP) is a strategic operations program that diagnoses key transportation problems, assesses and recommends specific mitigations, and implements recommended mitigations in priority corridors within available resources and partnership support. FPP delivers cost-effective operational strategies (such as managed lanes, adaptive ramp metering, shoulder running lanes for buses and HOVs, traffic operations system, integrated corridor management, arterial/transit priority signal upgrades, express bus services, carpool and higher vehicle occupancy strategies) that complement and support the successful implementation of other regional and local transportation programs, including incident management strategies, connected vehicles, and

the regional express lanes network. It also looks to implement person throughput strategies and policy changes on the regions managed lanes system, which include HOV and express lanes. Overall, FPP planning and capital projects aim to better manage and operate Bay Area freeways, arterials, and transit systems.

Federal Planning Factors

The FPP is funded with Federal STBG and CMAQ funds and meets the following FAST Planning Factors as described in Title 23 of the USC 134(h):

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

Tasks

Conduct corridor studies/design alternative assessments to identify major bottlenecks, determine causes for congestion, develop potential mitigation measures, and assess their effectiveness. Delivery operational improvements and demand management strategies in coordination with Caltrans, Bay Area Transportation Authority agencies (including local jurisdictions), and Bay Area transit operators.

- Delivery of Bay Bridge Forward 2020 projects, near-term operational fixes at bridge approaches, expanded bus fleets and robust Transbay bus services, commuter parking, and demand management to encourage a shift to transit and carpooling. Including HOV lane extension at the I-580 and I-80 westbound approaches, transit access improvements at the I-80/Powell Street interchange, pilot express bus service, commuter parking, and the expansion of existing bike shuttle program.
- Delivery of Richmond-San Rafael Forward, including the I-580 westbound HOV lane extension with open road tolling, bike access improvements, and transportation demand management strategies. Conduct design alternative assessment (DAA) of the I-580/Richmond Parkway interchange.
- Delivery of Dumbarton Forward, including the part-time bus-only lane on SR 84, off-ramp improvements at the Thornton Avenue interchange, and pedestrian and bicycle access improvements.
- Delivery of Napa Forward, which include multimodal corridor and traffic calming improvements for SR-29, the Silverado Trail, and the Vine Trail including connections to the local street network. The purpose of this project is to enhance multimodal safety, comfort and access and to efficiently manage traffic congestion for both residents, employees, and visitors in Napa Valley.
- Conduct design alternative assessments (DAA) on key regional corridors including I-80, I-580, I-880, and SR 37, which will identify and evaluate a range of near-term and mid-term operational improvements and demand management strategies to address corridor congestion, with a focus on improving higher occupancy modes of travel, such as express buses and carpools, including HOV/managed lanes, and associated operational policies. Strategies that improve corridor resiliency to climate change are also included. The outcomes of a DAA will be a set of near- and mid-term project concepts that could advance into project development and project delivery and would be competitive for funding opportunities.
- Work closely with Caltrans, Bay Area Transportation Authority agencies, and other partners in the planning of Resilient State Route 37 improvements, including a planning-environmental linkages study (PEL), Regional Conservation Investment Strategy (RCIS), ecological improvements, near-term flood protection and public access improvements.

- Work with Caltrans to upgrade existing ramp meters to corridor adaptive ramp metering on I-880 and US 101. The project includes activating existing ramp meter gaps; developing staging plans for implementation; implementing corridor adaptive ramp metering, conducting before and after studies to assess traffic operations after implementation.
- Conduct analyses for the feasibility of integrating the different ITS technologies on the I-880 corridor to optimize operations, including express lanes, adaptive ramp metering, incident management, traffic signals on parallel arterial, transit operations, and the coordination of freeway and arterial operations.
- Support related to operational planning activities in support of regional HOV/express lanes, including hours of operations, vehicle occupancy requirements, and access restrictions. Also includes analysis and monitoring of transit operations, carpooling rates, and person throughput in HOV/express lane corridors. During COVID analytics updates are required more frequently to understand mode choices, person throughput, and efficiency of the multimodal corridors.
- Work closely with Caltrans, Bay Area Transportation Authority agencies, and other partners in the planning, environmental review, design, and capital project delivery of recommended operational/capital improvements.
- Identify short and long-term transportation funding needs to fully implement and deliver Bay Area Forward strategies.
- Monitor system performance and collect/analyze data within available resources and where appropriate to inform analysis and policy changes.

Major Products

- Delivery of operational/capital improvements
- Corridor studies/design alternative assessments
- Adaptive ramp metering upgrade
- HOV/express lanes policies implementation
- Corridor transit signal priority implementation
- Other related technical studies/operational analyses
- Performance monitoring and data collection/analysis

Delivery Dates

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

No CPG funds used

Work Element 1238: Technology-Based Operations & Mobility

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits		\$	602,383
Indirect			301,553
Other Operating			-
Consultants			3,300,000
Total Expenses		\$	4,203,936

REVENUES

Surface Transportation Block Grant (STBG)		\$	4,203,936
Toll Credits	482,191		-
Total Revenues		\$	4,203,936

Federal Share

100.00%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

Description

Technology-based Operations & Mobility is an area of interest for MTC because emerging technologies and services are significantly changing the way we think, plan, operate and deliver mobility improvements across the region in support of our goals of person throughput, safety, and access and mobility on our freeways, bridges and local streets. MTC aims to pilot and deliver a suite of technology-based operational strategies that will help us achieve our goals. This work elements includes both the Shared Use Mobility as well as Connected and Automated Vehicles programs.

Shared Use Mobility: Implements innovative projects and initiatives that promote shared forms of technology-based transportation options (e.g., commute management tools for employers, car/vanpool, car/bikeshare, ridehail, on-demand shuttle/transit, TDM analytical platforms, etc.) to support HOV3+ policy; close first/mile gaps; support home-work travel that is prone to single-occupant vehicle use and not well-served by existing public transit, shuttles, or ridesharing; boost public transit use (particularly for transbay travel across toll bridges); and reduce congestion, emissions, vehicle miles traveled as well as vehicle ownership and transportation costs in the Bay Area.

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

- Deployments of automated shuttles, associated roadside equipment, on-board passenger-focused technology and facilitating services for assessing:
 - The safety, effectiveness and equity of automated first/last mile services to transit; and
 - The efficacy of universal vehicle designs and human-machine interfaces to serve passengers with disabilities via automated transit.
- Intersection-based arterial deployments to enable a variety of safety, mobility, and sustainability applications;
- 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.
- Freight-focused solutions to reduce emissions related to operations at regional ports

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

Federal Planning Factors

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

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

Ongoing Tasks

Shared Use Mobility

- Conduct planning analysis to assess opportunities to address ways to close first/last mile issues, provide innovative shared-use services, better operate or provide augmented transit services, etc.
- Develop project concepts, designs, and capital delivery plans
- Identify available funding
- Deploy projects on small-scale basis to address specific issues, evaluate results, and consider regional deployment as appropriate
- Work with employers along HOV3+ corridors to implement commute management tools to encourage and provide incentives for new carpools with 3 or more people

- Support the operations of commuter parking facilities that encourage commuters to transfer onto shared-use modes
- Developed Project Manager Operations Plan for commuter parking facilities
- Coordinate the development of the SOP for commuter parking operator
- During COVID actively monitor usage and splits of shared use modes including bikeshare HOVs to understand people’s willingness and avoidance of efficient modes and identify ways to avoid dramatically increased SOV rates.

Products

Operations/Planning Analyses
 Project Development
 Regional Carpool Incentive Program
 Support of Commuter Parking Facilities

Estimated Completion Date

Ongoing
 Ongoing
 Ongoing
 Ongoing

Connected/Automated Vehicles (C/AV)

- Manage or support the direct deployment of C/AV technologies for the purposes of knowledge development, first-last mile services to transit, service to transportation-challenge populations and increasing safety.
- Contribute to the policy and planning discussion around C/AV technologies at federal, state and local level
- Coordinate internally through oral and written reports to update management and/or staff on the status of the Connected and Automated Vehicles Program.
- Coordinate special stakeholder meetings/forums/workshops to discuss topics related to connected vehicles, automated vehicles, and/or self-driving vehicles.
- Support and provide updates to local stakeholders through MTC’s Arterial Operations Committee and other groups, as needed.
- Coordinate Tech Transfer seminars to provide information on a variety of topics related to connected vehicle and automated vehicle technologies and/or deployments.
- Conduct technology studies and alternative assessments to evaluate the readiness and scalability of connected vehicle technologies within available resources
- Conduct analyses for the feasibility of installing and activating connected vehicle technologies; develop staging plans for connected vehicle implementation; conduct before and after studies to assess benefits of connected vehicle technologies after implementation; and identify best practices for connected vehicle deployments within available resources.

Products	Estimated Completion Date
Project management or support	Ongoing
IDEA Automated Shuttle Deployments Completed	Q4 2021
IDEA SAV Program Scoping and Funding Agreements	Q4 2021
Systems Engineering Documentation (IDEA SAV)	Q4 2022
Test Plan Documentation (IDEA SAV)	Q3 2023
Reports on program activities and direction	As needed
Regional workshops and information for public agencies	As needed
Tech Transfer seminars	As needed
Policy recommendations	As needed

No CPG Funds Used

Work Element 1314: Means-Based Toll Discount Pilot Evaluation

Project Manager: Lulu Mao/ Pierce Gould

A. Budget

EXPENSES

Salaries and Benefits	\$	-
Indirect		-
Other Operating		-
Consultants		900,000
Total Expenses	\$	900,000

REVENUES

Surface Transportation Block Grant (STBG)	\$	900,000
Toll Credits	103,230	
Total Revenues	\$	900,000

Federal Share

100.00%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- Conduct a before/after study to evaluate the toll discount pilot’s impact on corridor operational performance.
- Support other aspects of pilot evaluation as funds permit.

Description

- BAIFA will pilot a means-based toll discount program to make express lanes more affordable and accessible to low-income travelers. BAIFA committed to undertake the pilot in association with MTC’s inclusion of the regional express lane network in Plan Bay Area 2050 in order to meet the Plan’s equity goals. The pilot will be on the I-880 Express Lanes in Alameda County.
- The pilot will be evaluated against a series of goals and related performance measures to gauge the success and impact of pilot

implementation. ‘Impact’ goals assess whether and how the pilot makes a difference for low-income drivers. ‘Implementation’ goals assess the success of program outreach, program administration and operational performance. This project is primarily to conduct a Before and After Study to assess the pilot’s impact on corridor operational performance, including the express lane and the general-purpose lanes.

- The project scope includes data collection, data analysis and reporting by consultants and staff. A Before Study is required to establish a benchmark for the operation of the existing I-880 corridor prior to pilot implementation. After the pilot launches and traffic patterns have stabilized (about 12-months), data will be collected again, compared against the baseline conditions, and documented in a Before and After Study Report.
- Funds may also be used to support data collection, analysis and reporting work for the other impact and implementation aspects of the pilot evaluation and to cover staff costs.

C. 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.

D. Previous Accomplishments

None

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	• Before Study – Data Collection and Analysis	• Before Conditions Technical Memo	STBG	01/01/22	• 06/30/22

F. Anticipated Future activities (FY 2022-23)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	• After Study – Data Collection and Analysis	• Before and After Study Report	STBG	07/01/22	12/31/23

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

Project Manager: Allison Brooks

A. Budget (FY2021-22)

EXPENSES

Salaries and Benefits	\$	499,245
Indirect		249,923
Other Operating		-
Consultants		176,500
Total Expenses	\$	925,668

REVENUES

Surface Transportation Block Grant (STBG)	\$	138,850
BAAQMD		323,984
ABAG		138,850
General Fund		323,984
Total Revenues	\$	925,668

Federal Share 15.00%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Objectives

- Continue to work to establish a comprehensive, cross-sectoral regional approach to address risks and hazards related to climate change; BARC is working with member agencies to build upon the completed Regional Sea Level Rise and Flooding Vulnerability Assessment developed through a Caltrans Sustainable Communities Grant project completed in Summer 2019, and integrating those findings with Plan Bay Area 2050.
- Provide strategic leadership and capacity building to key institutions and collaborative efforts addressing climate change in the Bay Area;

This work is going deeper based on previous year's work, supporting local jurisdictions, special districts and community-based partners in capacity-building through focused, place-based efforts.

- Help implement multi-benefit climate adaptation projects in key locations across the Bay Area. BARC continues to work with partners in advancing projects that emerged from the Resilient by Design Bay Area Challenge. The BARC website is serving as a hub for information on the Resilient by Design projects.
- Reduce GHG emissions and harmful pollutants from existing buildings in the Bay Area by facilitating the scale-up of policies that increase energy efficiency and reduce natural gas usage.
- Identify strategies that achieve targets and goals laid out in member agency planning documents (e.g., Plan Bay Area, Clean Air Plan), and where collaboration between agencies is essential to successful implementation. Influence important investments in transportation and mobility, land use, and more to improve air quality and GHG reductions in AB617 communities. Help build institutional capacity to implement West Oakland Community Action Plan within agencies and the local community.
- Respond to regional stressors as they arise, such as Covid-19 and remote work, and seek to inform appropriate regional policy and planning responses.

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 2021-22, BARC's Work Plan will continue to focus on two primary program areas: 1) Resilient Bay Area; and 2) Carbon Free Bay Area. The details of those programs are described below. BARC's focus on racial equity through our Level Playing Field program informs the approach in all program work.

Program Area 1 - Resilient Bay Area

Through its Resilient Bay Area work, BARC is working closely with its member agencies, local and regional stakeholders, including community-based organizations, and a range of subject-matter experts to advance and coordinate regional efforts on climate resilience. The goal of this work is to support local jurisdictions and the Bay Area region as a whole on proactively preparing for the impacts of a changing climate, with a particular focus on our most socio-economically vulnerable frontline communities, critical infrastructure and ecological systems.

1. **Advanced Adaptation Planning** - BARC is working to advance the three climate adaptation planning projects that received Caltrans SB1 grants towards the implementation phase. BARC had previously served as Project Manager or co-Manager for the SB1 grants, which concluded in June 2020. To advance implementation, BARC is working with the Project Teams and local stakeholders to obtain additional funding for planning that builds upon the recommendations outlined in the SB1-funded studies, as well as implementation of specific recommendations made in the studies.
2. **Plan Bay Area 2050: Integrating climate adaptation and resiliency for multiple hazards** - MTC is moving into the Implementation Planning phase of Plan Bay Area 2050, which includes multiple strategies related to sea level rise and resiliency. Having worked closely with MTC/ABAG and BCDC staff on developing and refining the strategies, BARC is continuing to play a coordinating and advising role to ensure that climate adaptation and sea level rise are incorporated into the Plan Bay Area implementation planning process and are in coordination with the work of BCDC, the State Coastal Conservancy and many other local and regional stakeholders.

Regional Adaptation Strategy (Including Bay Adapt) – BARC is working closely with BCDC and a range of stakeholders on advancing a regional strategy for climate adaptation. Part of this effort is being explored through BayAdapt (formerly referred to as the Regional Adaptation Framework). BayAdapt is an effort involving key regional leaders and stakeholders to develop a long-term approach to managing climate

adaptation at the regional scale and supporting local implementation of multi-benefit projects. BARC and its Governing Board have been identified by BayAdapt stakeholders as potentially playing a key role in the multi-stakeholder governance and regional legislative advocacy actions outlined in the Draft Joint Platform, along with MTC/ABAG and other agencies.

Program Area 2 – Carbon-Free Bay Area

Through its Carbon-Free Bay Area work, BARC develops and supports projects that reduce emissions of greenhouse gases and harmful air pollutants, with a focus on the most impacted socio-economically vulnerable communities.

1. West Oakland AB617 Implementation: Focus on Mobile Sources –

BARC is continuing to work with member agencies to support AB617 implementation activities developed with local leaders in West Oakland, through coordination of MTC/ABAG and BAAQMD staff, as well as coordination of regional stakeholders on freight emissions reduction efforts through BARC’s Goods Movement Air Quality Working Group. BARC’s focus is on supporting an integrated approach by the Bay Area Air Quality Management District (BAAQMD) and MTC/ABAG to improve air quality and reduced GHG emissions by mobile sources.

2. Building Decarbonization

BARC is working to enhance coordination between MTC/ABAG and BAAQMD to advance Bay Area leadership in reducing greenhouse gas emissions from buildings. This includes cross-agency coordination on new policies and plans pertaining to buildings to ensure complementary regional efforts, including through Plan Bay Area 2050’s buildings strategies and new appliance regulations under development by BAAQMD. BARC is also engaging in legislative and regulatory advocacy at the state level to promote statewide policies that are supportive of regional efforts.

Regional Remote Work

In 2020, BARC led the development of a Remote Work Research Study in coordination with the Bay Area Council Economic Institute. The study analyzes the number of workers eligible to work remotely and the potential longer-term economic, environmental, and equity impacts of sustained remote work in the region. BARC intends to leverage this study to inform regional policies in response to remote work, particularly with regards to whether and how it can be leveraged to reduce regional greenhouse gas emissions and improve air quality.

C. Planning Factors Addressed

- Develop regional-level priorities for the protection of critical regional infrastructure and the communities they serve;
- Protect and enhance the environment; disadvantaged/vulnerable communities;
- Improve safety, reliability and sustainability of the regional transportation system;
- Prepare the region for opportunities and stressors to the regional transportation system, including telecommuting;
- Develop successful models of ongoing public participation and education;
- Develop and support effective regional models of cooperation;
- Improve Ladders of Opportunity for underserved populations, particularly those communities most vulnerable to the impacts of a changing climate and other hazards.

D. Previous Accomplishments

Objectives ■ Same as above

Accomplishments Completed Work Products:

- Advanced Adaptation Planning: State Route 37 Public Access Study
- Advanced Adaptation Planning: Dumbarton Bridge West Approach + Adjacent Communities
- Advanced Adaptation Planning: Colma Creek Adaptation Planning Report
- ART Bay Area Regional Vulnerability Assessment and Regional Adaptation Framework.
- Resilient by Design Bay Area Challenge
- Robust resilience focus included in Plan Bay Area 2050
- Clean Building Compass project
- Resilient by Design: Two Year Anniversary Webinar Series
- Remote Work Research Study

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
<i>Program 1: Resilient Bay Area</i>					
1.	Advanced Adaptation Planning: Focus on Implementation	<ul style="list-style-type: none"> Next steps on implementation for East Palo Alto/Dumbarton, Colma Creek and SR 37 projects; Continued BARC website updates on RbD projects and progress 	BAAQMD/TDA/Local Funds	07/01/21	06/30/22
2.	Horizon/Plan Bay Area: Integrating Sea Level Rise	<ul style="list-style-type: none"> Sea Level Rise integrated into Plan Bay Area 2050 and Plan Bay Area Implementation Plan 	BAAQMD/General Fund	07/01/21	06/30/22
3.	Regional Adaptation Framework (BayAdapt)	<ul style="list-style-type: none"> Series of meetings with key stakeholder group to develop BayAdapt Framework Framework developed and adopted by partner organizations 	STBG/BAAQMD/General Fund	07/01/21	06/30/22
<i>Program 2: Carbon-Free Bay Area</i>					

4.	West Oakland AB617 Implementation: Focus on Mobile Sources	<ul style="list-style-type: none"> Funding generated to advance specific projects through partnership with Port of Oakland, Alameda County Transportation Commission, City of Oakland, BAAQMD, MTC/ABAG 	BAAQMD/General Fund	07/01/21	06/30/22
5.	Building Electrification	<ul style="list-style-type: none"> Enhancing coordination between BARC member agencies on policies related to emissions reductions and resiliency in buildings. 	BAAQMD/General Fund	07/01/21	06/30/22

F. Anticipated Future Activities (FY 2022-2023)

Anticipated Future Activities

- Developing formalized partnerships with community-based partners in 2 locations through the Level Playing Field projects
- Continued implementation of climate adaptation projects in key locations across Bay Area.
- Playing a coordinating role on regional legislation and governance related to advancing a set of regional climate adaptation strategies.

Work Elements Funded by State and Local Sources

Work Element 1114: Support Policy Advisory Council

Project Manager: Marti Paschal

A. Budget (FY 2021-22)

EXPENSES

Salaries and Benefits	\$	68,417
Indirect		34,250
Other Operating		-
Consultants		-
Total Expenses	\$	102,667

REVENUES

General Fund	\$	102,667
Total Revenues	\$	102,667

Federal Share **0.00%**

B. Project Description

- | | |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objectives | <ul style="list-style-type: none"> • MTC seeks to involve citizens of diverse backgrounds and interests in the development of transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy. |
| Description | <ul style="list-style-type: none"> • In order to ensure that a wide spectrum of views is considered in developing commission policy, MTC provides staff support to the Policy Advisory Council. The Council advises the Commission on transportation policies in the San Francisco Bay Area, incorporating a broad cross-section of perspectives related to the environment, the economy and social equity. • The Policy Advisory Council was created by MTC on November 18, 2009 in an effort to synthesize the work formerly done by the Elderly Disabled Advisory Committee, the Minority Citizens Advisory Committee and the MTC Advisory Council. Following a two-year pilot period, advisors now serve a four-year term. |

C. 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; and
 - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

D. Previous Accomplishments

Accomplishments	<ul style="list-style-type: none"> • The Policy Advisory Council advised the Commission on multiple subjects including Plan Bay Area 2050, the work of the Blue Ribbon Transit Recovery Task Force and the Fare Integration Task Force, Clipper START, the Cycle 5 Lifeline Transportation Program, the Express Lanes Means-based Toll Discount pilot, and the Regional Vision Zero Safety Program. • Worked with staff to provide updates to the Council on MTC’s ongoing DBE and Title VI activities. • Worked with staff to restructure MTC’s high school internship program. • Ongoing advice to MTC staff.
Work Products	<ul style="list-style-type: none"> • Policy Advisory Council meetings • Equity and Access Subcommittee meetings • Fare Coordination and Integration Subcommittee meetings • Regional Equity Working Group meetings, as needed • Council Reports/Motions to the Commission • Annual Meeting with the Commission and the Council

E. Work Plan (FY2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff monthly meetings of the Policy Advisory Council	<ul style="list-style-type: none"> • Meeting agendas and packets, staff reports, presentation materials 	General Fund	07/01/21	06/30/22
2.	Staff the Equity and Access Subcommittee as needed	<ul style="list-style-type: none"> • Meeting agendas and packets, staff reports, presentation materials 	General Fund	07/01/21	06/30/22
3.	Staff the Fare Coordination & Integration Subcommittee	<ul style="list-style-type: none"> • Meeting agendas and packets, staff reports, presentation materials 	General Fund	07/01/21	06/30/22

	as needed				
4.	Attend the Regional Equity Working Group, as needed	<ul style="list-style-type: none"> • Staff reports, as needed 	General Fund	07/01/21	06/30/22
5.	Plan and implement the annual meeting with the Commission and the Council	<ul style="list-style-type: none"> • Meeting agenda • Presentation materials 	General Fund	07/01/21	06/30/22
6.	Assist with Council reports/ motions to the Commission	<ul style="list-style-type: none"> • Prepare memos, as needed 	General Fund	07/01/21	06/30/22
7.	Plan, implement and complete recruitment, for the Council's 2022-26 term	<ul style="list-style-type: none"> • Press release, interview candidates, meet with Commissioners, as needed 	General Fund	07/01/21	06/30/22
8.	Orientation for Council advisors appointed in 2022 and replacements, as needed	<ul style="list-style-type: none"> • Presentations, as needed 	General Fund	07/01/21	06/30/22

F. Anticipated Future Activities (FY 2022-23)

Anticipated Future Activities	<ul style="list-style-type: none"> • Staff the Policy Advisory Council (and its subcommittees, as needed) • Complete orientation for any new Council advisors appointed as replacements during the 2022-2026 term • Plan and implement the annual meeting with the Commission and the Council • Assist with Council reports/motions to the Commission
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Work Element 1120: Regional Conservation Investment Strategy

Project Manager: Ben Botkin

EXPENSES

Salaries and Benefits	\$	276,693
Indirect		138,512
Other Operating		-
Consultants		397,005
Total Expenses	\$	812,210

REVENUES

California Wildlife Conservation Board	\$	640,000
BATA Reimbursement		100,000
Total Revenues	\$	740,000

Federal Share 0.00%

B. Project Description

Objectives

- Develop a Regional Conservation Investment Strategy (RCIS), as established in AB 2087, in the North Bay Baylands
- Integrate conservation into transportation infrastructure plans in advance of project development
- Implement regional conservation priorities by driving mitigation dollars where they are most needed
- Identify projects that could provide compensatory mitigation and advanced mitigation for some Resilient State Route 37 permit processes via a future Mitigation Credit Agreement (MCA), as established in AB 2087

Description

In fiscal year 2021-22, Wildlife Conservation Board Funds and matching funds will support the development of the North Bay Regional Conservation Investment Strategy (RCIS). The North Bay RCIS will build on the substantial available scientific data and planning processes within the North Bay to support development of a robust RCIS in a relatively short amount of time. Funding will

support procurement of a consultant (Consultant) to collaborate with the project's core team of MTC, the San Francisco Estuary Partnership, California Department of Transportation, the Sonoma County Transportation Authority, and a project Steering Committee to develop an RCIS consistent with California Department of Fish and Wildlife guidelines.

The Consultant will develop and implement a Public Engagement Plan to involve community stakeholder participation throughout the course of the Project. With core team and stakeholder guidance, Consultant will initiate an existing conditions report to gather and describe existing data, including land use and land cover data and species habitat models, and describing the existing natural and built environments. Consultant will identify focal species and their habitat requirements, and the stressors and pressures associated with these species and their habitat, then identify conservation actions and habitat enhancement actions that would implement and advance the conservation of focal species, including the ecological processes, natural communities, and habitat connectivity upon which those focal species and other native species depend. This consultant-led planning process will also include identification of areas for compensatory mitigation for impacts to species and natural resources to support potential advance mitigation for the Resilient SR 37 Corridor Program and the mitigation needs of other types of projects occurring in the RCIS area.

These funds will support the necessary processes; public and agency outreach and engagement; scientific, financial, and technical analysis; and strategic planning to support development of MCAs for potential advance mitigation for the Resilient SR 37 Corridor Program (OWP 1416). The RCIS will support implementation of the Regional Advance Mitigation Planning program (OWP 1616) for the Bay Area. This effort also directly supports the goals and identified Implementation Plan elements of MTC's Plan Bay Area 2040 and 2050.

Responsible Parties

MTC staff will lead this work, with support from the San Francisco Estuary Partnership, California Department of Transportation, the Sonoma County Transportation Authority. A consultant will provide technical assistance to develop and complete the RCIS.

C. Previous Accomplishments

Since 2015, MTC has been collaborating with California Department of Transportation, Sonoma County Transportation Authority, Solano Transportation Authority, Napa Valley Transportation Authority, and Transportation Authority of Marin to deliver State Route 37 corridor improvements. As approved by the State Route 37 Policy Committee, MTC has facilitated planning for project delivery that integrates transportation and ecology goals and actions that guide multi-modal mobility, wetland conservation, sea level rise adaptation, and social and economic equity.

In February 2021, MTC in partnership with the San Francisco Estuary Partnership, Caltrans, and SCTA applied and received funding from the Wildlife Conservation Board to prepare an RCIS for the North Bay to support delivery of State Route 37 corridor improvements.

Additionally, MTC, in coordination with the State Coastal Conservancy 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, which includes the RCIS process. The same team has established a stakeholders group to receive further input from business, trade, environmental, and other interested groups. Both groups have met multiple times over the last four years. The RAMP team has also submitted RCISs for the identified pilot areas of Santa Clara County and the East Bay (Alameda and Contra Costa Counties) to CDFW. The Santa Clara County RCIS was approved by CDFW in late 2019 and the East Bay RCIS in 2021.

D. Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Project management	<ul style="list-style-type: none"> Overall project management, including coordination with core team of co-proponents, consultant services procurement, contracting and contract management; partner coordination; Steering Committee support and participation; and overall grant management including invoicing and reporting. 	CARB/ BATA	11/01/21	06/30/24
2.	Steering committee	<ul style="list-style-type: none"> A Steering Committee of key stakeholders will be formed to provide overall guidance through the life of the project; The Steering Committee will meet at least six times over the two-year project and may form topic area subcommittees to provide more detailed feedback and guidance on specific topic areas. 	CARB/ BATA	11/01/21	06/30/24
3.	Public outreach and engagement	<ul style="list-style-type: none"> Targeted outreach with Steering Committee member organizations and with other partners outside of the Steering Committee; Additional stakeholders will be engaged through at least four Stakeholder Group Meetings and at least three broader community workshops will also be held. 	CARB	11/01/21	06/30/24

4.	Develop RCIS	<ul style="list-style-type: none"> • Regional Setting: define purpose and need, identify natural, built and planned environments, define RCIS area, identify relevant plans in RCIS area; • Climate Change/Sea Level Rise Analysis: update as needed climate change/sea level rise analysis, identify vulnerable areas, identify climate adaptation strategies; • Conservation Strategy: discuss pressures and stressors to focal species and other resources, outline conservation goals and objectives and conservation priorities; and, • Draft and Final RCIS. 	CARB	11/01/21	06/30/24
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E. Anticipated Future Activities

- Support establishment of mitigation credit agreements to meet State Route 37 permitting requirements
- Set up RAMP structure in coordination with the State Coastal Conservancy
- Consider additional funding sources and financing mechanisms to facilitate RAMP
- Explore partnering opportunities with Caltrans on their State Advanced Mitigation Program, funded with \$120 million in SB1 funds.

Work Element 1124: Regional Goods Movement

Project Manager: Matt Maloney/Kara Oberg

A: Budget

EXPENSES

Salaries and Benefits	\$	40,943
Indirect		20,497
Other Operating		-
Consultants		-
Total Expenses	\$	61,440

REVENUES

General Fund	\$	61,440
Total Revenues	\$	61,440

Federal Share

0.00%

B. Project Description

Objectives	<ul style="list-style-type: none"> ▪ Implement the Regional Goods Movement Investment Strategy in concert with CMAs, Ports (both Maritime and Aviation), Bay Area Air Quality Management District (BAAQMD), and local jurisdictions to prioritize funding commitments for critical freight infrastructure and emissions reductions strategies. ▪ Continue to participate in statewide goods movement planning efforts and funding initiatives. ▪ Convene Regional Airport and Seaport Planning groups, as needed.
Description	<p>Implement the Regional Goods Movement Investment Strategy</p> <ul style="list-style-type: none"> • In 2018, the MTC Commission adopted the Regional Goods Movement Investment Strategy, a ten-year prioritized set of projects and programs. • MTC will work to monitor the delivery of projects and programs included in the investment strategy. A specific focus will be the allocation of Regional Measure 3 funds. • MTC will endorse projects from this strategy for state and federal discretionary funding sources. • MTC will work with CMAs, the Bay Area Air Quality Management District, and Ports on delivering community protection projects.

- Incorporate Regional Goods Movement Investment Strategy into Plan Bay Area 2050.

Continue to monitor/support statewide goods movement planning efforts and funding initiatives.

- MTC will continue to participate in the California Freight Advisory Committee (CFAC), which continues to meet quarterly to guide development of the California Freight Mobility Plan (CFMP).
- Participate in statewide planning efforts related to federal freight formula funding, including the prioritization of Critical Urban and Rural Corridors and the Freight Investment Plan.
- Coordinate with local partners on prioritization of project proposals for new SB1 funding programs, especially the new Trade Corridors program.
- Participate in Caltrans Comprehensive Multimodal Corridor Planning.

Release and Disseminate the Goods Movement Efficiency and Competitiveness in Northern California Mega-region Study

- MTC led the Study in coordination with San Joaquin Council of Government, Sacramento Area Council of Governments, Association of Monterey Bay Governments (AMBAG), and Caltrans.
- The study was completed in June 2019, but MTC staff and partners will work to communicate the study’s findings.

Regional Airport and Seaport Planning

- Convene Regional Airport Planning Committee (RAPC) or Seaport Planning activities, as needed. Participate in the Seaport Planning Advisory Committee to update the San Francisco Bay Area Seaport Plan.
- Consider potential impacts related to passenger and freight volumes at the region’s three major airports.

C. Planning Factors Addressed

Planning Factors Addressed

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

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

D. Previous Accomplishments

Objectives	<ul style="list-style-type: none"> ▪ Same as above
Accomplishments	<ul style="list-style-type: none"> ▪ Improving Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study (June 2019) ▪ Goods Movement Investment Strategy (January 2018) ▪ Regional Goods Movement Plan adoption (February 2016) ▪ Freight Emission Reduction Plan (Fall 2017) ▪ Regional Airport System Planning Analysis Update 2011 (September 2011) ▪ San Francisco Bay Area Seaport Plan (Amended through December 2011)
Work Products	<ul style="list-style-type: none"> ▪ Same as above

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Funding	Start Date	End Date
1.	Continue to monitor and support statewide goods movement planning efforts and funding initiatives	<ul style="list-style-type: none"> ▪ Participate in the California Freight Advisory Committee ▪ Participate in statewide planning efforts related to federal freight formula funding, including the prioritization of Critical Urban and Rural Corridors and the Freight Investment Plan. ▪ Coordinate with local partners on prioritization of project proposals for new SB1 funding programs, especially the new Trade Corridors program. ▪ Participate in Caltrans Comprehensive Multimodal Corridor Planning. 	General Fund	07/01/21	Ongoing

2.	Support regional goods movement planning and implementation efforts, including Plan Bay Area 2050 implementation actions	<ul style="list-style-type: none"> ▪ Participate in monthly meetings of the Bay Area Regional Council Goods Movement Collaborative. ▪ Support and assist partner agencies in applications for state and federal funding for goods movement plans and projects. ▪ Coordinate with other regional agencies (BCDC and BAAQMD) on goods movement planning and activities. ▪ Participate in state and local goods movement planning activities within the region. 	General Fund	07/01/21	Ongoing
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SB 1 Funded Previous Accomplishments

N/A

FY 2017-18 – Fund source number 2210 Again, delete since this expired 6/3/0/2020?

- Develop revenue estimates- complete
- Develop project/program lists- complete
- Give public presentations on strategy and seek to encompass megaregional geography- complete.

FY 2018-19 – Fund source number 2211

- Present goods movement investment strategy- complete

E. Anticipated Future Activities (FY 2022-23)

Anticipated Future Activities	<ul style="list-style-type: none"> ▪ Potentially update the Regional Goods Movement Investment Strategy in concert with CMAs, Ports (both Maritime and Aviation), Bay Area Air Quality Management District (BAAQMD), and Caltrans
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Work Element 1128: Resilience and Hazards Planning

Project Manager: Michael Germeraad/Rachael Hartofelis

A: Budget (FY2021-22)

EXPENSES

Salaries and Benefits	\$	374,667
Indirect		187,559
Other Operating		-
Consultants		230,000
Total Expenses	\$	792,226

REVENUES

FEMA	\$	80,000
BATA Reimbursement		115,000
General Fund		597,226
Total Revenues	\$	792,226

Federal Share

10.10%

B. Project Description

Objectives

- Work to develop a regional land use pattern and transportation system which reduces the risk of natural hazards and climate impacts.
- Disseminate scientific information about natural hazards in an understandable and usable way that facilitates good planning and policy decisions.
- Provide resources for local governments to develop and implement hazard mitigation, climate adaptation, resilience, recovery, and general plans.
- Help to incorporate resilience planning into the framework of Plan Bay Area (Regional Transportation Plan/Sustainable Communities Strategy) and advance the resilience actions outlined in the Plan Bay Area 2050 Implementation Plan.

Description This work element comprises technical assistance, analysis, and policy development pertaining to earthquake and natural hazard preparedness/mitigation and climate change adaptation, as well as ongoing efforts to include these efforts in Plan Bay Area 2050.

C. Planning Factors Addressed

**Planning
Factors
Addressed**

- 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.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater and reduce or mitigate stormwater impacts of surface transportation.

D. Previous Accomplishments

**Objectives
Accomplishments**

- Same as above
- Produced Regional Resilience Indicators report for FEMA, which inventoried and summarized resilience planning and financing within the region. (Fall 2018)
- Drafted MTC’s first Resilience Needs and Revenue Assessment. The assessment includes both sea level rise and seismic risk, and it creates a framework for the inclusion of additional hazards in future long-range plans.
- Integrated earthquake and sea level rise impacts into the Horizon initiative and Plan Bay Area 2050. The inclusion of these impacts directly inform the resilience strategies in Plan Bay Area 2050’s Blueprint. (Summer 2018 through Fall 2020)
- Updated the Hazard Web Application to a modern, user-friendly platform. Hazard data was also updated, allowing jurisdictions to a way to understand their environmental risks. (Fall 2019/Winter 2020).
- Developed a multi-benefit metrics report for resilience retrofits included in Plan Bay Area 2050. Convened with stakeholders to craft implementation actions to advance the Safe Smart Home concept.
- Supported Bay Area cities with resilience planning as all 109 Bay Area jurisdictions work to update their General Plan Housing

Element which for many will require the concurrent update of the Safety Element.

SB1 Funded Accomplishments

FY 17-18 – fund source number

- Participate in plan framework development- complete
- Participate in policy analysis reports- complete
- Provide data and expertise in adapting modeling tools- complete

- Participate in the development of project implementation and funding tools- complete
- Vulnerability analysis of land use patterns- complete
- Participate in public engagement and outreach around resilience- complete

Work Products

- Same as above

E. Work Plan (FY 21-22)					
Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Plan Bay Area 2050	<ul style="list-style-type: none"> • Provide expertise in identifying implementation actions in collaboration with public and stakeholders and support a review of environmental impacts. 	General Fund/BATA/FEMA	07/01/21	10/30/21
2.	Local Resilience Planning Technical Assistance	<ul style="list-style-type: none"> • Guidance resources designed to support Bay Area cities with their required planning updates which must include resilience. 	General Fund/BATA/FEMA	07/01/21	06/30/22
3.	Safe Smart Home	<ul style="list-style-type: none"> • Work with partners (e.g. BayREN, CEA) to align existing retrofit initiatives in the Bay Area. • Seek FEMA funding to advance program to implementation 	General Fund/BATA/FEMA	07/01/2021	06/30/22

4.	Sea Level Rise Adaptation	<ul style="list-style-type: none"> • Advance the implementation actions for the Plan Bay Area 2050 adapt to sea level rise strategy. • Seek FEMA funding to advance program to implementation 	General Fund/BATA/FEMA	07/01/2021	06/30/22
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F. Anticipated Future Activities (FY 2022-23)

Advance identified resilience actions from Plan Bay Area 2050 Implementation Plan, including the Adapt to Sea Level Rise strategy and the Safe Smart Home initiative.

Work Element 1156: Library Services

Project Manager: Julie Tunnell

A. Budget (FY2021-22)

EXPENSES

Salaries and Benefits	\$	210,799
Indirect		105,526
Other Operating		-
Consultants		-
Total Expenses	\$	316,325

REVENUES

General Fund	\$	316,325
Total Revenues	\$	316,325

Federal Share

0.00%

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.

Ongoing tasks:

- 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
- Provide reference services to MTC Commission and staff and to ABAG staff, as well as to outside agencies and the public
- Screen major media, prepare and disseminate daily electronic “Transportation Headlines” compilation via email and Web
- Maintain the MTC Records Management Program for archiving internal records
- Provide electronic access to Library catalog through the Internet
- Publish a listing of library acquisitions several times a year
- Maintain the library and publications sections of MTC’s Web page
- Serve as an affiliate of the State Data Center
- Maintain the Bay Area Census Website
- Manage the Electronic Information Delivery Service (GovDelivery)

Products

Transportation headlines

New acquisitions bibliography

Estimated Completion Date

Daily

3-4 times a year

FY 2021-22 OWP - Amendment No. 2

Work Element 1239: Regional Mobility Technology Program

A. Budget (FY2021-22)

EXPENSES

Salaries and Benefits	\$	244,897
Indirect		122,596
Other Operating		-
Consultants		5,820,538
Total Expenses	\$	6,188,031

REVENUES

Surface Transportation Block Grant (STBG)	\$	2,791,538
Toll Credits		320,189
BATA Reimbursement		525,000
RM2 Operating		670,000
STA		1,559,000
SAFE		25,000
General Fund		617,493
Total Revenues	\$	6,188,031

Federal Share

45.11%

Toll credits do not generate new money. Instead, they can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

Description

The Regional Mobility Technology program encompasses (1) the Regional ITS Architecture program; (2) the Regional Transit Mapping and Wayfinding Program; and, (3) Regional Mobility Account Management, all of which contribute to improving the mobility of travelers in the San Francisco Bay Area. The program works to guide and implement innovative technology solutions at a regional level to improve mobility in an equitable manner.

Specific activities for FY 20–21 will include:

- Design and develop a more interactive Bay Area Regional ITS Architecture system that will facilitate transportation stakeholders in the region to maintain their ITS program/project information as per the USDOT ARC-IT framework.
- Develop regional mapping/wayfinding harmonization tiers and associated business cases in order to identify a preferred option. Additionally, develop a prototype suite of maps and perform partner agency coordination and public outreach via focus groups.
- Operate, maintain, and further enhance a regional mobility account management platform enabling customers to register for and manage customer mobility accounts, including transit benefits/discounts.

Work Product	Resources	Estimated Completion Date
Development of the new Bay Area Regional ITS Architecture system as per USDOT ARC-IT framework	MTC staff, Kimley-Horn & Associates (consultant)	08/31/2021
Operate and Maintain the Regional ITS Architecture; Provide support to regional users	MTC staff, Kimley-Horn & Associates (consultant)	Ongoing
Design of regional mapping & wayfinding strategies and systems	MTC staff, City ID (consultant), Steer (consultant), MIG (consultant)	6/30/2021 (Phase 2)
Operate and maintain the regional mobility account management platform in Salesforce	MTC staff, Publicis Sapient (consultant)	Ongoing

Work Element 1310: Access and Mobility Planning and Programs

A. Budget (FY2021-22)

EXPENSES

Salaries and Benefits	\$	445,458
Indirect		222,997
Other Operating		-
Consultants		10,000
Total Expenses	\$	678,455

REVENUES

FTA 5310	\$	47,923
General Fund		630,532
Total Revenues	\$	678,455

Federal Share

7.06%

B. Project Description

Objectives:

- Improve mobility in the region for older adults, individuals with disabilities and low-income populations through recommended strategies in the Coordinated Public Transit-Human Services Transportation Plan.
- Improve mobility in the region's 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 programs.
- Support the efforts of the FTA Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which enhances mobility for seniors and persons with disabilities by providing funds to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.
- Provide grants for capital and operating projects intended to improve mobility for low-income communities in the Bay Area through MTC's Lifeline Transportation Program.

Description:**1) Coordinated Public Transit-Human Services Transportation Plan**

Access and Mobility Planning activities include identifying transportation needs and barriers faced by the region's transportation disadvantaged populations, and supporting local, collaborative processes to prioritize solutions to those gaps via local, community-based transportation planning and developing the Coordinated Public Transit-Human Services Transportation Plan. The last Coordinated Plan was adopted in February 2018, and staff began the update process in Summer 2020. The update process will continue through 2021, with the plan adoption coming in late 2022. Activities to be completed during the FY will be community outreach to confirm gaps; literature review on gaps and findings from other planning efforts; research on local updates, new projects and best practices pre-, during and post-COVID; demographics update; update of local transportation resources; and draft updates to strategies and recommendations.

2) Communities of Concern (CoCs) and Community Based Transportation Program (CBTP)

Staff will work closely with County Transportation Agencies (CTAs) to conduct community-based transportation planning activities in COCs through a second round of grant funding to fund new or update outdated community-based transportation plans. A new round of funding was released on July 1, 2018.

3) Lifeline Transportation Funding Programs

The Lifeline Transportation program has traditionally been funded by a mix of federal and state funding sources including FTA Section 5307 Urbanized Area, a portion of which has been made available through the set aside through Lifeline set-aside in MTC's Transit Capital Priorities (TCP) Process and Criteria. Historically, funds have been programmed to eligible Lifeline projects by county transportation authorities (CTAs).

Lifeline Cycle 5 (FY2016-17 and FY2017-18): Changes to this cycle included the inclusion of piloting participatory budgeting through the Community-Based Transportation Planning (CBTP) process, with a set-aside of up to \$1 million from the Lifeline Transportation Program for projects identified through this effort. Two CTAs participated in the pilot: 1) the San Francisco County Transportation Authority working with the San Francisco Municipal Transit Agency to update the Bayview CBTP and 2) the Solano Transportation Authority updating the Vallejo CBTP. An evaluation is being conducted upon completion of the pilot.

Lifeline Cycle 6 (FY 2018-19 and FY2019-20): MTC staff solicited feedback from transit operators County Transportation Agencies, and the Policy Advisory Council's Equity and Access Subcommittee on whether to focus Cycle 6 similar to previous Cycles or to broaden eligibility in response to the COVID-19 pandemic. The Council voted unanimously to focus Cycle 6 similar to previous cycles. Approximately \$7 million in FTA 5307 funds from the Transit Capital Priorities program was made available and programmed to transit operators, with the exception of Santa Clara Valley Transportation Authority of approximately \$1.6 million, to be programmed in early 2021.

4) FTA Section 5310 Funding Program

Caltrans is the designated recipient of 5310 funds and partners with MTC for putting out calls for projects and determining applicant eligibility. For the most recent cycle, MTC screened applications for eligibility; scored applications consistent with the California Transportation Commission-established scoring criteria; and forwarded a regional priority project list to Caltrans for consideration in the statewide competition. MTC works with subrecipients to ensure appropriate progress on projects.

C. Planning Factors Addressed

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

D. Previous Accomplishments

- Accomplishments**
- Coordinated Public Transit—Human Services Transportation Plan Update (2018) and implementation activities
 - Community-Based Transportation Plans (ongoing)
 - Program guidelines for cycles 1-6 of the Lifeline Transportation Program
 - Administered calls for projects and coordinated with CTA and transit agencies, reviewed, and approved locally prioritized projects for the Lifeline Transportation Program
- Work Products**
- Community-Based Transportation Plans, see complete list: <https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/community-based-transportation-plans>
 - For Lifeline program in Cycles 1 – 6, see: <https://mtc.ca.gov/our-work/plans-projects/equity-accessibility/lifeline-transportation-program>
 - Section 5310 program and projects and regional prioritized list of projects

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Update of the Coordinated Public Transit-Human Services Transportation Plan	Draft elements of the Coordinated Plan update	FTA 5310/ General Fund	07/01/21	06/30/22

2.	Community Based Transportation Plans (local jurisdictions)	<ul style="list-style-type: none"> Oversee plans as implemented by CMAs and provide technical assistance 	FTA 5310/ General Fund	07/01/21	06/30/22
3.	Support the implementation of strategies outlined in the Coordinated Public Transit—Human Services Transportation Plan	<ul style="list-style-type: none"> Lifeline Transportation Program, Section 5310 Program, and other projects implemented consistent with the Coordinated Plan; implementation activities consistent with the 2018 Coordinated Plan 	FTA 5310/ General Fund	07/01/21	06/30/22
4.	Develop policy for next Lifeline Transportation Program (LTP) – Cycle 7	<ul style="list-style-type: none"> Plan/policy guidelines for next LTP Cycle 	FTA 5310/ General Fund	07/01/21	06/30/22
5.	Submit reports and documents to FTA as required	<ul style="list-style-type: none"> FTA Quarterly Reports FTA Annual Service Report 	FTA 5310/ General Fund	07/01/21	06/30/22
6.	For incomplete Lifeline Cycle 3 projects, monitor subrecipients' compliance with federal requirements as applicable. For all Lifeline Cycles (1-5), monitor project status through CMAs.	<ul style="list-style-type: none"> Monitoring reports prepared as required 	FTA 5310/ General Fund	07/01/21	06/30/22
7.	Support implementation of FTA 5310 FY 15,16, 17 and FY 18 & 19 programs	<ul style="list-style-type: none"> FTA 5310 FY 15,16, 17 Program of Projects FTA 5310 FY 18 & 19 Program of Projects 	FTA 5310/ General Fund	07/01/21	06/30/22

8.	Lifeline Cycle 5 Participatory budgeting pilot (Opportunity areas and Next Steps)	<ul style="list-style-type: none"> Application of lessons learned and exploration of opportunity areas 	FTA 5310/ General Fund	07/01/21	06/30/22
9.	Conduct program evaluation of the Community-Based Transportation Plan program	<ul style="list-style-type: none"> Memo summarizing CBTP program performance and recommendations for future cycles 	FTA 5310/ General Fund	03/01/21	12/31/21
10.	Update Community-Based Transportation Plan program guidelines in preparation for next cycle	<ul style="list-style-type: none"> Memo summarizing program guidelines 	FTA 5310/ General Fund	03/01/21	12/31/21

F. Anticipated Future Activities (FY 2022-23)

Anticipated

Future Activities

- Complete the update to the Coordinated Plan, expected October 2022
- Support priority strategies identified in the Coordinated Public Transit—Human Services Transportation Plan (2018)
- Provide technical support and continued administrative refinements to Lifeline Transportation Program to reflect changes in FAST and other funding sources as appropriate
- New or updated CBTPs for communities identified as Communities of Concern
- Monitor ongoing Cycle 3, Cycle 4, Cycle 5 and Cycle 6 Lifeline Projects
- 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
- Explore, assess, and apply lessons learned from the Cycle 5 Participatory Budgeting Pilot Programs
- Develop funding guidelines for Cycle 7 and provide technical assistance to project sponsors, county program administrators, and grant recipients
- Submit reports and other documentation to Caltrans as required, provide technical assistance to 5310 project sponsors, and commence development of next 5310 cycle

Not funded by CPG grants

Work Element 1311: Means Based Fare Program

Project Manager: Drennen Shelton

A. Budget (FY2021-22)

EXPENSES

Salaries and Benefits	\$	74,982
Indirect		37,537
Other Operating		-
Consultants		8,100,000
Total Expenses	\$	8,212,519

REVENUES

STA	\$	4,100,000
LCTOP		4,000,000
General Fund		112,519
Total Revenues	\$	8,212,519

Federal Share

0.00%

B. Project Description

Objectives

- Improve mobility in the region's Communities of Concern (COCs) by making transit more affordable for low-income residents
- Move towards a more consistent regional standard for fare discount policies
- Create a financially viable and administratively feasible program without adversely affecting the transit system's service levels and performance
- Evaluate the Clipper START pilot for recommendations and improvements

Description

MTC conducted a regional means-based transit fare pricing study to develop scenarios for funding and implementing a regional means-based transit fare program or programs in the nine-county Bay Area.

As a result of the study and in consultation with transit operators, the MTC

Commission approved the Regional Means-Based Transit Fare Pilot in May 2018, a transit discount program for qualified low-income participants on select transit operators in the Bay Area. This 18-month pilot program called Clipper START launched in July. The initial launch included four transit agencies, but in the wake of the COVID emergency was expanded to 17 additional agencies. Customers are eligible for the program if they are ages 19-64, a resident of the Bay Area, and earn less than 200% of the federal poverty level. MTC will reimburse transit agencies for half of a 20% discount per trip, applied to the Clipper base adult fare. Transit agencies offering a discount greater than 20%, will cover all of the revenue losses above the 20%.

A comprehensive evaluation is being conducted on the Pilot and will inform the continuation of and improvements to the program.

C. Planning Factors Addressed

- Planning Factors Addressed**
- Increase accessibility and mobility of people and for freight.

D. Previous Accomplishments

- Objectives**
- Same as above
- Accomplishments**
- Regional Means-Based Transit Fare Pricing Study (2018)
 - Pilot Program Approved by MTC Commission (2018)
 - Rollout of initial four operators (July 2020)
 - Secured \$5M in CARES Act funding for additional transit agencies (July 2020)
 - Rollout of additional 17 transit agencies (November 2020 – January 2021)
- Work Products**
- Regional Means-Based Transit Fare Pricing Study Report
 - MTC Resolution 4320 and MTC Resolution 4439

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Program management and monitoring	Quarterly data reports	STA/LCTOP	7/1/21	6/30/22

2.	Pilot evaluation	Tech memos and final report	STA/LCTOP	7/1/21	6/30/22
3.	Review and update Program Policies	Program Policies and Procedures	STA/LCTOP	1/1/22	6/30/22

F. Anticipated Future Activities (FY 2022-23)

- Anticipated**
- Future Activities**
 - Recommendations for improvements
 - Recommendation for continuation, subject to revision based on financial sustainability, efficiency, and effectiveness

Work Element 1312: Support Title VI and Environmental Justice

Project Manager: Mike Brinton

A: Budget

EXPENSES

Salaries and Benefits	\$	40,942
Indirect		20,496
Other Operating		-
Consultants		-
Total Expenses	\$	61,438

REVENUES

General Fund	\$	61,438
Total Revenues	\$	61,438

Federal Share 0.00%

B. Project Description

Objectives Support Title VI and Environmental Justice

Description MTC is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color, or national origin, as provided in Title VI of the Civil Rights Act and 49 Code of Federal Regulations Part 21. Furthermore, MTC is committed to assisting DOT in fulfilling its efforts to achieve Environmental Justice as outlined in Executive Order 12898, DOT Order 5610.2(a) and related FTA/FHWA guidance.

C. Planning Factors Addressed

- MTC is committed to:
- Increase the accessibility and mobility of people and for freight

D. Previous Accomplishments

Objectives Same as above

Accomplishments Beneficiary Notifications: MTC informs members of the public of their rights under Title VI in a number of ways, including notification at the MTC offices, on MTC’s website and in MTC’s Library. MTC incorporates notice of the availability of language assistance into its existing outreach materials. For special projects, such as the region’s long-range transportation plan, MTC works with stakeholders to inform LEP individuals of available services, including the availability of language assistance services. MTC recently updated its Title VI beneficiary notification in response to comments received from Caltrans.

In October 2020, the Commission approved MTC’s 2020 Compliance Report and it was submitted to the FTA in November as required under FTA Title VI Circular 4702.1B. The Final Program along with all of the appendices is posted on MTC’s web site at:
https://mtc.ca.gov/sites/default/files/Title_VI_Triennial_Report_2020.pdf

In September 2010, the Commission adopted MTC's Plan for Special Language Services to LEP Populations (LAP-2010) through Resolution No. 3974 which specified that the Plan shall be revised periodically by MTC. The Language Assistance Plan (LAP)-2010 was updated, revised and approved by the Commission in May 2013.

MTC updated its analysis and outreach necessary to review and update the 2013 LAP, finalized the Revised LAP-2019 (“2019 LAP”) in September 2019. The 2019 Plan for *Special Language Services to Limited English Proficient (LEP) Populations* can be accessed by a link available at:

https://mtc.ca.gov/sites/default/files/MTC_2019_Plan_for_Providing_Special_Language_Services_to_LEP_Population_-_Final_Draft.pdf

MTC will continue to perform periodic checks of translated materials to ensure they are interpreted correctly, and will monitor the effectiveness of the *2019 LAP*.

Public Participation Plan (PPP): MTC’s current PPP was adopted in June 2018. This document informs interested residents on how to engage in the range of MTC’s planning work and funding allocations, and includes a framework for public outreach and involvement for the update to [Plan Bay Area](#) — the region’s long-range transportation and land use blueprint. Specific information about the Plan Bay Area update is included as Appendix A to the 2018 Public Participation

Plan.

The Final 2018 PPP can be viewed at: <http://www.mtc.ca.gov/about-mtc/public-participation/public-participation-plan>

Plan Bay Area 2050 Equity Work:

Building on the two prior iterations of Plan Bay Area, this major update to the regional vision for transportation, housing, the economy, and the environment kicked off in September 2019. Informed by the predecessor Horizon initiative, equity is one of two cross-cutting themes that will inform critical policy decisions in 2020 and beyond. The equity work related to the Plan includes weaving equity into all four topic areas and the associated strategies, analyzing the Blueprint investments and outcomes using metrics, , and developing the Equity Report in compliance with Title VI/EJ requirements.

Other Social Equity Planning Tasks

- Completed Bay Area Regional Prosperity Plan (July 2015) funded by the Department of Housing and Urban Development to help guide implementation of Plan Bay Area. Convene Steering Committee and Working Groups bi-monthly to develop findings and recommendations.
 - a. <http://planbayarea.org/resources/Bay-Area-Prosperity-Plan.html>
- Implement regional programs that invest strategically to enhance mobility for communities of concern and transportation-disadvantaged populations.
- Pursue state and federal advocacy initiatives related to supporting and improving the region’s affordable housing and transportation options.
- Integrated regional indicators related to affordability, employment, and environmental justice as part of the region’s broader performance monitoring program “Vital Signs,” discussed further in WE 1212.
<http://www.vitalsigns.mtc.ca.gov/>
- Began developing guidelines for Cycle 4 of MTC’s Lifeline Transportation Program based on issues, needs, and priorities. (discussed further in WE 1311)

Additional activities:

- Support the Regional Prosperity Plan to advance environmental justice considerations identified in the Plan

- Bay Area equity report forward toward Plan implementation.
- Assist county congestion management agencies with data and analysis to support the development of Countywide Transportation Plans.
- Provide technical assistance to FTA Section 5310 applicants from the Bay Area on Title VI program development. Caltrans is the direct recipient of Section 5310 funds, and MTC provides support and technical assistance to 5310 sub recipients and program applicants.

E. Work Plan (FY 2020-21)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Develop and implement public outreach activities as appropriate that engage Title VI/EJ/LEP communities in the implementation of the regional transportation plan.	<ul style="list-style-type: none"> • Meeting agendas and notes • Presentation Materials • Staff reports 	General Fund	07/01/21	06/30/22
2.	Continue to prepare all necessary Title VI/EJ/ reports and analyses	<ul style="list-style-type: none"> • Meeting agendas and notes • Presentation Materials • Staff reports 	General Fund	07/01/21	06/30/22
3.	Develop Equity Report for Plan Bay Area 2050 in compliance with Title VI/EJ requirements	<ul style="list-style-type: none"> • Staff reports to Commission • Presentation Materials to Regional Advisory Working Group • Meeting agendas and notes 	General Fund	07/01/21	09/01/21
4.	Continue to work with Policy Advisory Council, the Bay Area Partnership, and other stakeholder groups on actions that will advance equity and environmental justice in the region.	<ul style="list-style-type: none"> • Staff reports • Presentation Materials to Policy Advisory Council • Technical reports • Meeting agendas and notes 	General Fund	07/01/21	06/30/22

F. Anticipated Future Activities (FY 2022-23)

Anticipated Future Activities

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

Work Element 1412: Transportation Conformity & Air Quality Planning

Project Manager: Harold Brazil

A. Budget (FY2021-22)

EXPENSES

Salaries and Benefits	\$	210,799
Indirect		105,526
Other Operating		-
Consultants		-
Total Expenses	\$	316,325

REVENUES

General Fund	\$	316,325
Total Revenues	\$	316,325

Federal Share

0.00%

B. Project Description

- | | |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objectives | <ul style="list-style-type: none"> ▪ 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 | <ul style="list-style-type: none"> ▪ 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.
- Work Element 1412 supports Caltrans' regional transportation planning guidelines adopted by the California Transportation Commission (CTC) which prioritizes addressing the federal air quality requirements and goals. Therefore, Caltrans' Work Element 6.14 (closely associated many of the transportation conformity requirements included in Work Element 1412) represents transportation air quality planning activities at the State level.

- MTC also performs:
 1. Air quality and planning analysis on a wide range of State and local air quality regulations and policies.
 2. Coordination with the California Air Resources Board (CARB) on the development of its regional emissions analysis and prepares model assumptions and analysis for use by CARB.

C. Planning Factors Addressed

- | | |
|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Planning Factors Addressed | <ul style="list-style-type: none"> • Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. |
|-----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

D. Previous Accomplishments

- | | |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objectives | <ul style="list-style-type: none"> ▪ Same as above |
| Accomplishments | <ul style="list-style-type: none"> ▪ Prepared the <i>Final Transportation-Air Quality Conformity Analysis for Amendments to Amended Plan Bay Area 2040 and Amended 2019 TIP</i>, which was used to demonstrate conformity for the 2015 ozone NAAQS and was approved by the Commission in May 2020. FHWA and FTA issued joint approval of this conformity determination in July 2020. ▪ Responded to CARB and SACOG activity data requests for Eastern Solano County for ozone photochemical modeling and regional conformity determination purposes (respectively). ▪ Conducted required regional emission inventories included in the Addendum to Final EIR for Amendment to Amended Plan Bay Area 2040. ▪ Conducted interagency consultation regarding transportation conformity, PM_{2.5} project-level conformity, and other air quality issues through MTC’s Transportation Air Quality Conformity Task (meeting monthly throughout 2020). ▪ Continued assistance local communities in the region to develop their mobile source GHG emission inventories for their local Climate Action Plan (CAP) development by providing passenger and commercial vehicle VMT data to communities Alameda, Contra Costa, San Mateo and Santa Clara counties communities. ▪ Revised MTC Resolution No. 3757, which updated the procedures for conducting and consulting on the air quality conformity analysis for the Regional Transportation Plan and Transportation Improvement Program. ▪ Conducted EMFAC emission analyses to comply with CARB’s Increment of Report on whether an MPO’s proposed Sustainable Community Strategy (SCS). |

- Prepared the *Draft Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Draft 2021 TIP*, which was used to demonstrate conformity for the 2015 ozone NAAQS.

Work Products

- MTC Resolution No. 4423 – *Final Transportation-Air Quality Conformity Analysis for Amendments to Amended Plan Bay Area 2040 and Amended 2019 TIP*
- Revised MTC Resolution No. 3757 – *Final Bay Area Transportation Air Quality Conformity Protocol*
- Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes
- Travel demand model data for local community climate action plan development for communities in San Mateo and Santa Clara counties
- Regional emission inventory estimates for Plan Bay Area 2050 development
- VMT data for local communities to assist in conducting their climate planning work
- The *Draft Air Quality Conformity Analysis for the Amended Plan Bay Area 2040 and the Draft 2021 TIP*

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Staff will conduct interagency consultation regarding transportation conformity, PM _{2.5} project-level conformity, and other air quality issues through 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 	General Fund	07/01/21	06/30/22
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 	General Fund	07/01/21	06/30/22

3.	Catalog Regionally Significant (Non-Exempt) Projects	<ul style="list-style-type: none"> TIP and Plan project documentation for travel modeling and policy needs 	General Fund	07/01/21	06/30/22
4.	Staff will coordinate with the CARB on state air quality planning issues and emissions model development or update, as needed – specifically, update regional emission analyses according to EPA requirements.	<ul style="list-style-type: none"> Consultation meetings Technical memos Data Exchange 	General Fund	07/01/21	06/30/22
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 	General Fund	07/01/21	06/30/22

Work Element 1514: Regional Assistance Programs & Project Reviews

A. Budget (FY2021-22)

EXPENSES

Salaries and Benefits	\$	621,991
Indirect		311,371
Other Operating		-
Consultants		482,000
Total Expenses	\$	1,415,362

REVENUES

BATA RM2 Admin	\$	100,000
General Fund		664,281
STA		651,081
Total Revenues	\$	1,415,362

Federal Share

0.00%

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)

Responsible Parties

- MTC Staff
- Pierlott & Associates LLC, Triennial Performance Audits.
- Transit Operators

Previous Accomplishments

Productivity Improvement Program:

<https://mtc.legistar.com/LegislationDetail.aspx?ID=4388514&GUID=9906AB03-482E-4559-B11E-9EBAAEE06E46E&Options=ID|Text|&Search=Productivity+Improvement+Program>

The FY 2020-21 PIP is in development and will be adopted in January 2021.

Triennial Performance Audit Report:

<https://mtc.legistar.com/LegislationDetail.aspx?ID=4680016&GUID=4A2B49E5-D470-498F-8B95-CD7C37CA8F89&Options=ID|Text|&Search=Triennial+Audit>

Products

Estimated Completion Date

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

Ongoing
Spring 2021
Summer 2021
Fall/Winter 2021

Work Element 1515: State Programming, Monitoring and STIP Development

A. Budget (FY2021-22)

EXPENSES

Salaries and Benefits	\$	508,750
Indirect		254,681
Other Operating		-
Consultants		187,200
Total Expenses	\$	950,631

REVENUES

STIP - PPM	\$	187,200
General Fund		763,431
Total Revenues	\$	950,631

Federal Share

0.00%

B. Project Description

Objectives

- Develop and implement programming policies and criteria for state funds consistent with the requirements of state law, including Senate Bill 45 (Chapter 622, Statutes 1997), Assembly Bill 1012 (Chapter 783, Statutes of 1999), Proposition 1B (Chapter 25, Statutes 2006), Senate Bill 99 (Chapter 359, Statutes of 2013), Senate Bill 862 (Chapter 36, Statutes of 2014), and Senate Bill 1 (Chapter 5, Statutes of 2017) and consistent with the overall investment objectives in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Ensure compatibility with federal investment procedures and choices as conducted pursuant to federal programming activities described above.
- Implement the 2020 Regional Transportation Improvement Program (RTIP) and 2020 State Transportation Improvement Program (STIP) in cooperation with Bay Area County Transportation Agencies (BACTAs), Transit Agencies, Caltrans, and the California Transportation Commission.
- Implement the Active Transportation Program (ATP) Cycles 1 through 5 and develop future Cycles.
- Successfully deliver projects using state transportation funds, including STIP, Proposition 1B funds, Cap and Trade Programs (such as Low Carbon Transit Operations Program (LCTOP)), Senate Bill 1 (SB 1)

program and Cycle 10 of the Highway Safety Improvement Program (HSIP), within the deadlines prescribed by the fund source.

- Coordinate and facilitate regional advocacy and dialogue with the California Transportation Commission (CTC). Attend CTC meetings and represent the region before the CTC. Review and comment on proposed policies of the CTC and ensure regional compliance and implementation of approved policies, guidance, and procedures.
- Support planning activities related to state programs, including the development of regional goods movement planning, strategy, and implementation – in conjunction with WE 1124, and support a Regional Advance Mitigation Planning (RAMP) Program – in conjunction with WE 1616.
- Actively monitor and assist in the delivery of project funding, produce and distribute project monitoring status reports.
-
- 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
 - Highway Safety Improvement Program (HSIP) Advisory Committee
 - Northern California Trade Corridors Coalition (NCTCC)
 - California Freight Advisory Committee (CFAC)
 - California State Rail Plan Stakeholders Advisory Group
- Support future efforts to improve delivery and increase funding of statewide programs.
- Develop and implement regional strategies, guidelines and funding conditions to ensure project sponsors are meeting state timely use of funds deadlines and requirements for state transportation funds.
- Track, monitor, and comment on various statewide efforts, such as the California State Rail Plan, California Freight Mobility Plan, and Statewide Needs Assessment.

Senate Bill 1 Specific Objectives

- Develop and implement programming policies and criteria for state funds consistent with the requirements of Senate Bill 1 (Chapter 5, Statutes of 2017) and consistent with the overall investment objectives in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

- Implement various programs augmented by Senate Bill 1, including:
 - 2020 Regional Transportation Improvement Program (RTIP) and 2020 State Transportation Improvement Program (STIP)
 - Active Transportation Program (ATP)
- Successfully deliver projects using state transportation funds, including STIP, ATP, and Senate Bill 1 (SB 1) program, within the deadlines prescribed by the fund source.
- Develop and implement, in cooperation with the State of California, County Transportation Authorities, transit operators, and other stakeholders, various programs funded through Senate Bill 1 (SB 1), including:
 - Solutions for Congested Corridors (SCC) competitive program
 - Trade Corridor Enhancement Program (TCEP), which includes funding from the federal National Highway Freight Program (NHFP)
 - Local Partnership Program (LPP) – Formula and Competitive shares
 - Transit and Intercity Rail Capital Program (TIRCP)
 - Local Streets and Roads
 - Caltrans Planning Grants, including Sustainable Communities and Adaptation Planning Grants
 - State Highway Operations and Protection Program (SHOPP)
- Provide input and participate in the development of the Statewide Advance Mitigation Planning Program, funded through Senate Bill 1 funds.
- Provide technical assistance to local agencies in delivering projects on the State Highway System, and in delivering projects using state funds.

Description

- Senate Bill 45 (Chapter 622, Statutes 1997) transferred a number of programming responsibilities to the Regional Transportation Planning Agencies, including the programming of the regional 75% of the STIP. This portion, known as the RTIP, is developed by MTC as the Bay Area’s RTPA, and submitted to the California Transportation Commission for inclusion into the STIP every other year. MTC works closely with the CTAs, transit agencies, and Caltrans to develop an RTIP that supports the goals of the region’s RTP and that has the highest chance of being funded by the CTC. The region also works closely with Caltrans in their development of the interregional 25% of the STIP.
- Assembly Bill 1012 (Chapter 783, Statutes of 1999) sets forth a number of deadlines related to the delivery of projects funded with state and regional funds. If these deadlines are not met, the funding returns to the state for use in other projects. MTC’s goal is to ensure that no funds are lost to the region. MTC staff actively monitors the delivery milestones and status of projects funded with state and federal funds and 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 one-time bond funds for infrastructure improvements in California. A number of the new programs created by Proposition 1B improve local, regional, and state transportation infrastructure and is managed by Caltrans or the CTC. MTC's role in these programs is generally to facilitate programming of these funds to regional projects and ensure all project delivery milestones are met so that funds are not lost to regional projects. MTC continues to be involved in guiding consensus in the remaining Proposition 1B programs, including the State-Local Partnership Program, Trade Corridor Improvement Fund, Local Bridge Seismic Retrofit Program (LBSRP) and the Public Transportation Modernization, Improvement, and Service Enhancement Account Program.

- Senate Bill 99 (Chapter 359, Statutes of 2013) established the Active Transportation Program (ATP), combining several state and federally funded transportation programs (including the federal Surface Transportation Block Grant Transportation Alternatives set-aside) into a single program administered by the CTC. MTC, as the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for the nine counties of the San Francisco Bay Area, has programming responsibility for the large-MPO portion of the ATP.

- The State budget proposes substantial funding in statewide Cap and Trade funding across various transportation program categories. Additionally, the Legislature also enacted a trailer bill, Senate Bill 862, providing a long-term funding framework by allocating percentages of future funds across similar program categories, including the Low Carbon Transit Operations Program (LCTOP) which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. As the MPO, MTC is responsible for programming the population-based funds under this program. MTC also helps coordinate High Speed Rail efforts within the Bay Area.

- MTC has created a web-enabled fund tracking database known as the Fund Management System (FMS), which is used to monitor STIP and ATP projects as well as to process STIP, ATP and SB1 projects in the Transportation Improvement Program (TIP). MTC plans to further enhance FMS based on changes in law and program deadlines and business rules including reporting capabilities for the Active Transportation Program.

Senate Bill 1 Specific Description

- Senate Bill 1 (Chapter 5, Statutes of 2017) increases various transportation-related taxes and fees to augment funding for new and existing transportation programs. Certain revenues are distributed via formula, such as Local Streets and Roads, STIP augmentation, and Local Partnership Program formula funds. Other funds are placed in competitive programs, including the Solutions for Congested Corridors (SCC) program, Trade Corridor Enhancement Program (TCEP), ATP augmentation, Transit and Intercity Rail Capital Program (TIRCP, also funded through Cap and Trade), and Local Partnership Program competitive funding. The guidelines for these programs are administered through the California Transportation Commission, California State Transportation Agency, and/or the California Department of Transportation.

C. Planning Factors Addressed

Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Senate Bill 1 Specific Planning Factors Addressed

Same as above

D. Previous Accomplishments

Objectives

- Same as above

Accomplishments

- Development, implementation and delivery of the 2020 STIP (Ongoing)
- Quarterly meetings with Caltrans District staff on project delivery of regionally significant highway projects.
- Semi-annual meetings with the Northern California Trade Corridors Coalition on Proposition 1B Trade Corridors Improvement Fund (TCIF) projects, SB 1 Trade Corridor Enhancement Program (TCEP), and other freight-related funding programs and planning efforts.

- Programming and monitoring of Proposition 1B funds (including LBSRP and Transit, Security and Trade corridors).
- Participation in various statewide funding, programming, and delivery committees and groups
- Guidelines development, programming, and implementation of Cycles 1 through 5 of the Active Transportation Program
- Adoption of Regional Goods Movement Investment Strategy (January 2017)
- Adoption of regional Cap and Trade framework to guide programming and prioritization of Cap and Trade funds over the *Plan Bay Area 2040* timeframe and a distribution framework for the programming of LCTOP funds.
- Release of enhancements to Fund Management System including new monitoring feature to more accurately track federal obligations.
- Maintain and enhance Fund Management System (FMS)

Senate Bill 1 Specific Accomplishments

- Guidelines development, programming, and implementation of various Senate Bill 1 (SB 1) programs and projects.
- Quarterly meetings with Caltrans District staff on project delivery of regionally significant highway projects.
- Semi-annual meetings with the Northern California Trade Corridors Coalition on SB 1 Trade Corridor Enhancement Program (TCEP).
- Development and submittal of regional nominations for the second cycle of the CTC SB1 competitive programs (TCEP, SCC and LPP-competitive programs).

Work Products

- Monthly project status reports for STIP delivery:
<http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
- 2020 RTIP Policies: <https://mtc.ca.gov/sites/default/files/2020%20RTIP-STIP%20Policies%20and%20Procedures.pdf> 2020 RTIP Programming:
<https://mtc.legistar.com/View.ashx?M=F&ID=7959510&GUID=84C481AA-A35F-41F0-884C-40CC0FE1DB3A> STIP Amendments and Extensions:
<http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and>
- Cycles 1-5 Regional Active Transportation Program:
<https://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation> -
- Updated and enhanced fund management and project tracking database (FMS):
<http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
- Cap and Trade Framework:

http://mtc.ca.gov/sites/default/files/Cap_and_Trade_Fact_Sheet_0.pdf

- Caltrain Electrification Funding Agreement
- Program of Projects for FY20 LCTOP

Senate Bill 1 Specific Work Products

- SB 1 Competitive Program Prioritization Principles:
<https://mtc.legistar.com/View.ashx?M=F&ID=7879880&GUID=6C832683-1BB1-4F03-8901-1FABF96C2B1A>
- Cycle 3 Augmentation Regional Active Transportation Program:
https://mtc.ca.gov/sites/default/files/2017_rATPAug_Final_Submission.pdf
- SB 1 Local Partnership Program Formula Share – MTC/BATA Programming:
<https://mtc.legistar.com/View.ashx?M=F&ID=6633623&GUID=921EAFAF-76EB-4A41-94D9-F1DF8B5254ED>
- SB 1 SCCP and TCEP Programs for Cycle 2:
<https://mtc.legistar.com/View.ashx?M=F&ID=8447865&GUID=AAA25D0B-9E1C-4453-9DCE-EADD585A5A70> Need URL to project list

Following work plan tasks performed by staff unless stated otherwise

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Prepare STIP Amendments and Extensions as requested	• STIP Amendments • STIP Extensions	STIP PPM/LOCAL	07/01/21	06/30/22
2.	Prepare status reports on STIP project delivery	• Status Reports on STIP Delivery	STIP PPM/LOCAL	07/01/21	06/30/22
3.	Prepare status reports on Proposition 1B project delivery	• Status Reports on Prop. 1B Delivery	STIP PPM/LOCAL	07/01/21	06/30/22
4.	Develop enhancements to web-enabled funding database	• Updated database	STIP PPM/LOCAL	07/01/21	06/30/22
5.	Participate in various statewide funding, programming, and delivery committees and groups	• Documents produced by committees	STIP PPM/LOCAL	07/01/21	06/30/22
6.	Implement the 2020 RTIP in coordination with BACTAs, transit operators, and Caltrans	• Provide assistance as needed to STIP project sponsors and BACTAs	STIP PPM/LOCAL	07/01/21	06/30/22

7.	Implement Cycles 1-5 ATP	• Cycles 1-5 ATP	STIP PPM/LOCAL	07/01/21	06/30/22
8.	Attend CTC meetings	• Email of meeting highlights for stakeholders and Letter for CTC Commissioners	STIP PPM/LOCAL	07/01/21	06/30/22
9.	Develop maintain, and implement enhancements and upgrades to Fund Management System (FMS) –	• FMS 5.0 • Performed by staff and Consultant services contract for roughly \$200,000	STIP PPM/LOCAL	07/01/21	06/30/22
10.	Develop LCTOP Population-Based program, coordinate with CalSTA, SGC, CARB, on other processes (TIRCP, AHSC, HSR, ZEV)	• Annual Transit Operating and Capital Program	STIP PPM/LOCAL	07/01/21	06/30/22
11.	Cap & Trade Development	• Ongoing project monitoring	STIP PPM/LOCAL	07/01/21	06/30/22

Senate Bill 1 Specific Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Develop and implement programs authorized in Senate Bill 1 (SB 1)	• Programming and Implementation of SCC, TCEP, LPP, TIRCP, etc.	STIP PPM/LOCAL	07/01/21	06/30/22

F. Anticipated Future Activities (FY 2022-23)

- Anticipated Future Activities
- Same as above
 - **Senate Bill 1 Specific Anticipated Future Activities**
 - Develop Next Round of SB 1 Competitive Program Nominations

Not funded by CPG grants

FY 2021-22 OWP - Amendment No. 1

Work Element 1615: Connecting Housing and Transportation

Project Manager: Daniel Saver

A. Budget (FY2021-22)

EXPENSES

Salaries and Benefits	\$	2,574,758
Indirect		1,288,926
Other Operating		-
Consultants		500,000
Total Expenses	\$	4,363,684

REVENUES

REAP (HCD)	\$	2,753,775
Cities/Local Funds		100,000
General Fund		1,509,909
Total Revenues	\$	4,363,684

Federal Share

0.00%

B. Project Description

Objectives	<ul style="list-style-type: none"> • Identify both unique and shared challenges facing local jurisdictions to inform regional plans and programs • Provide overarching policy support for the agency in terms of the connections between transportation planning, funding and housing outcomes. • Communicate with county planning and transportation authorities about MTC/ABAG plans, programs, policies and grant opportunities • Advance implementation “3 Ps” housing strategies: protection, preservation and production, which support regional transportation investments <p>Engagement with Local Planning Directors and County Transportation Authorities - Staff will attend monthly county planning directors’ meetings, as well as county transportation authority planning directors meeting as appropriate to communicate information and seek feedback on MTC/ABAG initiatives, policies and</p>
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	<p>programs.</p> <p>Support for MTC funding and planning programs - Given MTC direction to strengthen the connection between transportation funding and housing outcomes, staff will provide internal analytical support and data collection to advance and implement MTC funding programs that link transportation and housing, such as for the One Bay Area Grant Program and the Housing Incentive Pool.</p> <p>Technical Support to Local Jurisdictions related to State Legislation - Staff will assess state legislation and provide technical assistance to local jurisdictions related to implementation, planning and otherwise complying with new or existing state laws, including laws related to transportation and housing. Compliance with these laws supports transit usage and regional transit investments, aligning the agency’s transportation and land use planning.</p> <p>Staffing support for all efforts within Work Element 1615 will be funded via non-federal transportation funds.</p>
Description	This work supports implementation of the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS) with a focus on the connection between transportation investment decisions and housing outcomes. A primary focus is the implementation of the “3 Ps” framework through a combination of regional policy leadership and technical assistance for local jurisdictions.

C. Planning Factors Addressed

- | | |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <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; • Implementation of efficient land use pattern that integrates transportation and housing analyses; • Increase in the availability and affordability of housing options, especially options in proximity to high quality transit. |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

D. Previous Accomplishments

Objectives	Same as above
Accomplishments	<ul style="list-style-type: none"> • Regional Housing Policy Database - http://housing.abag.ca.gov/policysearch • Regional Housing Permit Data report and visualization - http://housing.abag.ca.gov/map • Consistent attendance at county planning director meetings and county transportation planning director meetings. • Launch of new Regional Housing Technical Assistance Program - https://abag.ca.gov/housing-technical-assistance-program
Work Products	Same as Accomplishments.

E. Work Plan (FY 2021-22)*

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Local County Planning Director and County Transportation Authority meetings.	<ul style="list-style-type: none"> Attend and participate in Monthly County planning director meetings and County Transportation Agency meetings, discussing and seeking input on key regional initiatives, policies and programs such as Plan Bay Area and RHNA. 	REAP/General Fund/Local	07/01/21	06/30/22
2.	Program support for MTC transportation/housing coordination.	<ul style="list-style-type: none"> Provide analytical support for MTC funding programs, such as the Housing Incentive Pool, that require housing data collection and analysis. 	REAP/General Fund/Local	07/01/21	06/30/22
3.	Develop regional technical assistance strategy and programs to support local jurisdiction compliance with state housing laws.	<ul style="list-style-type: none"> Implement new Regional Housing Technical Assistance Program to support local jurisdiction compliance with state laws, especially related to Housing Elements. 	REAP/General Fund/Local	07/01/21	06/30/22

**Staff work on all 1615 tasks will be supported via non-federal transportation funds only.*

F. Anticipated Future Activities (FY 2022-23)

- Anticipated Future Activities
- Implement regional technical assistance programs to support local jurisdiction compliance with upcoming Housing Element updates. Develop strategies for Integrated Regional Planning Program that enhance alignment between Plan Bay Area 2050 strategies and local implementation of Housing Element requirements.

FY 2021-22 OWP - Amendment No. 2

Work Element 1616: Regional Advance Mitigation Program (RAMP)

Project Manager: Ben Botkin

A. Budget (FY2021-22)

EXPENSES

Salaries and Benefits	\$	-
Indirect		-
Other Operating		-
Consultants		50,000
Total Expenses	\$	50,000

REVENUES

General Fund	\$	50,000
Total Revenues	\$	50,000

Federal Share

0.00%

B. 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
- Develop and execute Mitigation Credit Agreements (MCAs), as established in AB 2087, in the Bay Area
- Examine and establish sustainable on-going advance mitigation program in the Bay Area

Project Description

In fiscal year 2021-22, SB1 Planning Formula Funds will support the development and implementation planning for the RAMP program. Work anticipated to be completed using SB1 funds include

continued work to plan, develop, and implement a regional advance mitigation planning program in the Bay Area. MTC, in cooperation with the State Coastal Conservancy, has completed substantial work on stakeholder engagement, analysis, and preliminary planning for a sustainable on-going advance mitigation program in the Bay Area. The RAMP team has also prepared a strategic plan to map out the next steps of the program, and will use SB1 Planning Formula Funds to advance the program further into the implementation phase.

These funds will directly support the necessary public agency outreach and engagement; scientific, financial, and technical analysis; and strategic planning to develop and implement a regional advance mitigation planning program for the Bay Area. This effort directly supports the goals and identified action plan elements of MTC's Plan Bay Area 2040.

Responsible Parties

MTC staff will lead this work, with program management support and technical assistance from consultants such as The Nature Conservancy and UC Davis.

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
- Develop and execute Mitigation Credit Agreements (MCAs), as established in AB 2087, in the Bay Area
- Examine and establish sustainable on-going advance mitigation program in the Bay Area

Federal Planning Factors

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

C. Previous Accomplishments

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

The RAMP Program Document has been completed outlining the program parameters and framework for its creation. The RAMP team has also submitted RCISs for the identified pilot areas of Santa Clara County and the East Bay (Alameda and Contra Costa Counties) to CDFW. The Santa Clara County RCIS was approved by CDFW in late 2019; the East Bay RCIS is still under review.

D. Work Plan

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Continue facilitation and program development	<ul style="list-style-type: none"> • Technical advisory committee engagement and participation • Identification of new pilot areas • Refine project limits with transportation delivery agencies • Continued partnership with Caltrans on state advance mitigation program • Strategic Plan preparation to lay out future on-going regional advance mitigation program 	General Fund/SB1	07/01/21	06/30/22
2.	Develop and implement RCISs	<ul style="list-style-type: none"> • Preparation, coordination, and review of RCIS documents • Sub Regional Assessments (SRAs) • Submission to CDFW • Examination and execution of Mitigation Credit Agreements (MCAs) 	General Fund/SB1	07/01/21	06/30/22

E. Anticipated Future Activities

- Consider additional funding sources and financing mechanisms to facilitate RAMP
- Examine additional RCIS/RAMP pilot locations, such as the North Bay or for Highway 37
- Set up RAMP structure in coordination with the State Coastal Conservancy
- Explore partnering opportunities with Caltrans on their State Advanced Mitigation Program, funded with \$120 million in SB1 funds.

Work Element 1618: Affordable Mobility Pilot Program

Project Manager: Krute Singa/ Therese Trivedi

A. Budget

EXPENSES

Salaries and Benefits	\$	40,943
Indirect		20,497
Other Operating		-
Consultants		-
Total Expenses	\$	61,440

REVENUES

General Fund	\$	61,440
Total Revenues	\$	61,440

Federal Share 0.00%

B. Project Description

Objectives The Project has several key goals and objectives including:

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

Description

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

This Project is funded by the California Air Resources Board (CARB) and will offer affordable transportation options to meet the travel needs of underserved 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.

C. Planning Factors Addressed**Planning
Factors
Addressed**

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

- Enhance travel and tourism.

D. Previous Accomplishments

Key lessons learned over the past year:

- EVSE installation in disadvantaged and low-income communities is important to increase access but is a large lift due to the need for potential upgrades to electrical equipment and generally historical lack of transportation infrastructure investments.
- Parking for car share and EVSE installation in the public right-of way can be difficult to obtain (as experienced with the Oakland site). Although the project team has partnerships with local governments, our implementation efforts are happening simultaneously as City agencies are trying to streamline their permit process for EVSE installation and car share operations.
- Completing the Community Transportation Needs Assessment (Needs Assessment) is a critical but highly time intensive process and requiring more staff time and coordination than anticipated. TransForm authored original survey materials and developed data collection strategies that relies heavily on community input, an iterative but imperative process. This also required additional translations. Fortunately, with the successful completion of the Needs Assessment, future evaluations for this project should not take as long with the existing materials to build on.

Milestones

Project Implementation

In September 2020, CARB approved Envoy as the car share service provider and KIGT as the electric vehicle supply equipment (EVSE) vendor for the Betty Ann Gardens (San Jose) project site.

- The project team, Envoy, and KIGT are now working with First Community Housing (FCH) to design a car sharing program with an anticipated launch in early 2021.
 - Envoy will lease (2) electric vehicles to FCH and KIGT will install (3) EV chargers located in the Betty Ann Gardens off-street parking lot.
 - The project team is currently managing the execution of a funding agreement between MTC and FCH for the car share services. Once the funding agreement is complete, FCH will enter a master service agreement with Envoy

and KIGT to provide EV car share and EVSE. We anticipate final agreements by December 2020.

The project team continues to coordinate with the City of Richmond Department of Transportation services to develop a pilot car share program with EVSE at MLK Jr. Park to service the Nystrom neighborhood. See below for a description of recent conversations with car share providers.

- In August and September 2020, TransForm and the City of Richmond met with Mobility Development Group, operator of MioCar, EV car share program for California's rural San Joaquin Valley. The organization is open to extending their current MioCar fleet to include (3) vehicles for the EV car share pilot for Nystrom neighborhood.
 - This would require hiring a fleet manager to manage the charging and car share operations for the project.
 - Mobility Development Group prefers to have completed EVSE installation prior to offering MioCar for the Nystrom community.
- Envoy is also interested in designing a pilot car share program for the Nystrom neighborhood (Richmond) similar to the Betty Ann Gardens (San Jose) project site.
 - The project team and the City of Richmond will meet with Envoy to discuss the feasibility of locating vehicles and possibly EVSE at MLK Jr. Park.

AC Transit EasyPasses: Related Companies, property manager for Lion Creek Crossings (LCC) in Oakland, expressed some concerns with executing a contract agreement with AC Transit to administer transit passes to residents during the pandemic. They are concerned residents may not feel comfortable taking public transportation due to safety concerns around COVID-19. The project team will solicit feedback from the LCC Site Coordinator, site-level team members, and other residents to better understand how AC Transit EasyPasses can meet resident's transportation needs during COVID-19.

Outreach and Education

With the launch of the Clipper START pilot program in July 2020, the project team will coordinate with MTC to provide promotional and educational materials to site coordinators for distribution at each site.

- Outreach materials will be translated into various languages and shared both digitally and in-person to ensure the materials will be accessible to all residents at project sites.

As of August 2020, GIG coordinated with the City of Oakland Department of Transportation to create a satellite HomeZone for their hybrid vehicles along 66th Avenue, directly adjacent to Lion Creek Crossings (Oakland).

- GIG members can now start or end a trip within this new HomeZone.
- TransForm is working with GIG and East Bay Asian Local Development Corporation (EBALDC) to design a tailored outreach, education and marketing plan to help LCC residents enroll as new GIG members. The plan will include customized marketing materials (e.g. flyers, postcards) and promotional systems (e.g. ride share credits and discount codes).
- The project team is organizing a meeting with Site Level Team residents at Lion Creek Crossings (Oakland) to solicit feedback for the GIG discounted car share membership program.
 - GIG has emphasized flexibility around the program structure and is open to making adjustments based on resident feedback.
 - In addition, residents will have an opportunity to see a mock-up for potential outreach flyers and postcards and provide suggestions on how GIG can tailor these to the LCC community.

The project team is in conversation with Cycles of Change to host bicycle education workshops for residents at Lion Creek Crossings (Oakland).

- These workshops will promote bicycling as a clean mobility option, and train residents on the skills that are necessary for using a bike as an everyday travel option (e.g. how to ride a bicycle, safety precautions, and maintenance).
- Due to the overlap in scope between the Know How to Go initiative led by TransForm's Safe Routes to Schools (SR2S) team and Task 3, both teams determined that coordinating travel training at this site would be most effective in reducing redundancies. The SR2S team will be able to provide free helmets and bicycle locks to workshop participants.

Resident Surveys, Data Collection and Evaluation

The Community Transportation Needs Assessment (Needs Assessment) report was approved by CARB on July 6, 2020 and is now publicly available on TransForm’s website as a resource for other organizations interested in conducting a similar needs assessment process (e.g., through the Clean Mobility Options program).

Due to the shifting transportation landscape as a result of the COVID-19 pandemic, residents' transportation habits have likely changed from what they reported in the Needs Assessment survey. To better understand residents’ new transportation habits or challenges, the project team plans to design a brief survey to be distributed at each site.

- Survey questions will ask residents to indicate their comfort level around using various shared transportation modes and describe new challenges in accessing transportation that have emerged in the past few months.

The survey will be shared both electronically (text, email) and over the phone for residents. This can provide an opportunity for SLT members to contact residents and help them fill out the survey. Incentives gift cards will be offered to residents.

Project Administration

The project team continues to manage overall project administration with site level partners and potential mobility service providers. We also continue to share lessons learned from the program design and implementation process with other CARB grantees, including during Clean Mobility Equity Alliance Network meetings.

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	Program Design	<ul style="list-style-type: none"> • Detailed program and implementation strategy with site specific partner and resident input • Confirm sites for participation • Set up partnerships (Project Advisory Committee (PAC) and Resident Engagement and Site Level Teams) 	General Fund	07/01/21	06/30/22

2.	Program Implementation	<ul style="list-style-type: none"> • Identify and select vendors • Implement programs at each site 	General Fund	07/01/21	06/30/22
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 	General Fund	07/01/21	06/30/22
4.	Resident Surveys, Data Collection and Evaluation	<ul style="list-style-type: none"> • Survey design, implementation and analysis at each site 	General Fund	07/01/21	06/30/22
5.	Project Administration	<ul style="list-style-type: none"> • Ongoing project coordination, reporting and invoicing • Draft Final Report • Final Disbursement 	General Fund	07/01/21	06/30/22

E. Anticipated Future Activities (FY 2022-23)

Anticipated Future Activities

- For all 3 sites:
 - EV charger implementation
 - EV carshare
 - Transit pass implementation
 - Bikeshare and scooter share implementation
 - Outreach and education

Work Element 1620: Bay Area Housing Finance Authority (BAHFA)

Project Manager: Daniel Saver

A. Budget

EXPENSES

Salaries and Benefits	\$	-
Indirect		-
Other Operating		-
Consultants		20,000,000
Total Expenses	\$	20,000,000

REVENUES

BAHFA	\$	20,000,000
Total Revenues	\$	20,000,000

Federal Share

0.00%

B. Project Description

Objectives

- Improve housing outcomes in the Bay Area by designing and launching five new pilot programs to protect residents from displacement, preserve existing affordable housing, and produce new housing at all income levels.
- Develop a BAHFA Business Plan to evaluate long-term options for sustainable funding mechanisms, corresponding expenditure plans, and related institutional design issues.
- Evaluate near-term options for deploying statutorily authorized funding mechanisms, including a potential regional housing revenue ballot measure.

Description

In 2019, the State Legislature invested MTC/ABAG with a new authority to design, fund, and operate a Bay Area Housing Finance Authority (BAHFA). The authorities and mandate for BAHFA are established by statute in Cal. Gov. Code 64500 et seq. In 2021, the State allocated \$20 million in seed funding to BAHFA to support the launch of the agency.

Work Element 1620 is a new Work Element to reflect the agency's expanded housing portfolio via BAHFA.

A primary focus of BAHFA is the implementation of the "3 Ps framework": protection of residents from displacement, preservation of existing housing affordable to lower- and moderate-income residents, and production of new housing. BAHFA will pursue this work through a combination of financing programs, regional policy leadership, and technical assistance for local jurisdictions.

In FY21-22, the core component of BAHFA's work is to scope and launch five new pilot programs to increase the agency's housing capacity and make an impact across all "3 Ps." The project will also include development of a BAHFA Business Plan to evaluate long-term funding options, potential strategic programmatic investments, and the institutional design necessary to sustainably support new housing programs. Finally, the project will include scoping and analysis of potential funding mechanism authorized by BAHFA's enabling statute.

Support for all efforts within Work Element 1620 will be funded via non-federal transportation funds.

C. Planning Factors Addressed

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

D. Previous Accomplishments

- Grant was awarded and Notice to Proceed issued (November 2020)

Objectives	<ul style="list-style-type: none"> • Same as above
Accomplishments	<ul style="list-style-type: none"> • Launch of new Bay Area Housing Finance Authority - https://mtc.ca.gov/about-mtc/what-mtc/bay-area-housing-finance-authority-bahfa • Publication of a report titled “Momentum for Lasting Solutions: Launching the Bay Area Housing Finance Authority and the Expanded Regional Housing Portfolio” - https://mtc.ca.gov/sites/default/files/Launching%20BAHFA-Regional%20Housing%20Portfolio_2-24-21.pdf • Secured \$20 million in seed funding to launch BAHFA from the FY21-22 State Budget - https://abag.ca.gov/news/new-state-budget-propel-pilot-programs-bay-area-housing •
Work Products	<ul style="list-style-type: none"> • Same as above

E. Work Plan (FY 2021-22)

Task No.	Task Description	Work Products	Fund Source	Start Date	End Date
1.	<ul style="list-style-type: none"> • Launch Five New BAHFA Pilot Programs 	<ul style="list-style-type: none"> • Expenditure Plan for \$20 million State Budget allocation • Job descriptions and completed recruitments of new BAHFA staff • Workplans for each Pilot Program 	BAHFA	07/01/21	06/30/22
2.	<ul style="list-style-type: none"> • BAHFA Business Plan 	<ul style="list-style-type: none"> • Request for Proposals (RFP) and executed consultant contract • Kick-off meeting notes • Report on preliminary research and stakeholder engagement • Memos, analysis, and presentations • Invoices 	BAHFA	07/01/21	06/30/22
3.	<ul style="list-style-type: none"> • Scope BAHFA Revenue Mechanisms 	<ul style="list-style-type: none"> • Memo(s), staff report(s), and presentation(s) with analysis of revenue mechanism options 	BAHFA	07/01/21	06/30/22

**Support for all efforts within Work Element 1620 will be funded via non-federal transportation funds.*

F. Anticipated Future activities (FY 2022-23)

- All tasks listed above are expected to continue into FY 2022-23
- Complete Task 2

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**
- **Information Technology Services**

Not funded by CPG grants

Work Element 1152: Financial Management

Description

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

Ongoing tasks:

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

Products

Estimated Completion Date

Operating and Capital Budgets	July-2021
Financial Reports	Quarterly
Financial Summaries	Quarterly
Requisitions to Funding Sources	Monthly or as required
Quarterly Progress Reports	Quarterly
Annual Independent Audit	Fall 2021
Investment Reports	Quarterly
OWP	April 2021
Compliance Audits	As required

*** Included as part of ICAP**

Work Element 1153: Administration and Facilities Services

Description

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

Ongoing tasks:

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

Products	Estimated Completion Date
Administrative Policies and Procedures	Ongoing
Contracts, Purchase Orders and Agreements	Ongoing
Recruitment and Employment Administration	Ongoing
Organizational Development and Compensation Administration	Ongoing
Employee Benefits Program Administration	Ongoing
Summer High School and College Intern Programs	June – September 2021
Compliance Monitoring (all programs)	Ongoing
General Services Support	Ongoing
Facilities Administration	Ongoing
Annual submittal of Caltrans form 9-B	July 2021
DBE Semi-annual Progress Reports	April 2021 / October 2021
Business Insurance Renewal	September 2021

*** 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 and public programs. Functions include upgrading the hosting environments and software underlying the agency websites 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 and public-serving systems
- Design of regional mapping & wayfinding strategies and systems
- Operation, maintenance and upgrade of the agency websites, including ensuring the websites are compliant with accessibility standards.

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
Agency websites management	On-going
Regional mapping & wayfinding	On-going

Included as part of ICAP

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 2021-22	Estimated Completion Dates
Annual Report to Sacramento delegation	Winter 2021
Annual Report to Congressional Delegation	Winter 2021

Work Element 1131: Develop an Effective Legislative Program

Description

MTC researches, analyzes and monitors state and federal legislation for its impact on Bay Area transportation and MTC’s overall long-range planning objectives. MTC staff works with other local, regional and statewide organizations to advance our priorities. MTC staff develops legislative positions and proposals, obtains Commission approval, and advocates our positions and proposals to the appropriate legislative bodies. Advocacy includes visits between staff and Commissioners and state and federal elected officials and members of the state and federal executive branch. No state or federal funding is used to support advocacy programs.

Major Tasks

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

Products

Estimated Completion Date

Legislative History	Monthly
Fact Sheets, Issue Papers	As required
Updates on Bay Area transportation and related issues	As required
Legislative and regulatory evaluations	As required

Legislative Action Alerts
Annual Report to Congressional Delegation

As required
Winter 2021

Not funded through the OWP process

Work Element 1132: Advocate Legislative Programs

Description

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

Ongoing tasks:

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

Products	Estimated Completion Date
Legislative Action Alerts	As required
Annual Report to Sacramento Delegation	Winter 2021
Annual Report to Congressional Delegation	Winter 2021

Not funded through the OWP process

Highway and Arterial System Management (SAFE)

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 2021-22	Estimated Completion Dates
Annual SAFE operating budget	Spring
Provide freeway patrol service on 550 miles of freeway	Ongoing
Provide support to the Local Streets & Roads Committee	Monthly
Reports on call box system usage and operation	Monthly
TETAP and RSTP projects and services	Ongoing

All SAFE activities are not funded by CPG Grants

Work Element 6031: SAFE Regional Freeway Assist System

Description

In 1988 the Commission became the Service Authority for Freeways and Expressways (SAFE) and installed call boxes in the nine Bay Area counties. This call box network has been paired down and is supplemented by the Freeway Assist System. The Freeway Assist System allows a motorist to use their cell phone to obtain freeway assistance by dialing 511 to reach the same call answering center that is used for all call boxes. The MTC SAFE partners with Caltrans to install new call boxes as needed and to develop other motorist aid systems. Freeway Assist is linked to the California Highway Patrol (CHP), as well as regional call box answering services. SAFE monitors program performance to ensure a timely response to users and keep boxes in service with timely maintenance.

Ongoing tasks:

- Replace system components to extend the life of the call boxes and reduce maintenance costs
- Manage ongoing call box operations and maintenance
- Provide access to call boxes for mobility and speech/hearing impaired motorists
- Provide staff support (analysis, documentation, reports) for MTC SAFE and California SAFE
- Continue to implement Freeway Assist service using the 511 phone system
- Modify call box system to increase spacing on the bridges and to standardize the call box signs to a similar size on the bridges and rural areas.

Products	Estimated Completion Date
Reports on call box system usage and operation	Monthly
Status reports on call box maintenance and operations	Monthly
Present budgets, expenditures, reports to SAFE Board	Quarterly

No CPG funds used

Work Element 6032: SAFE Freeway Service Patrol (FSP)

Description

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

Ongoing tasks:

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

Products

Estimated Completion Date

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

No CPG funds used

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**

Major Products To Be delivered in FY 2021-22	Estimated Completion Dates
Program Project Monitoring report	Monthly
Annual Toll Bridge Report to the Legislature	Fall 2021
Audit of toll revenues and expenditures	Fall 2021

Not funded by CPG Grant

Work Element 1251: Project Management

Description

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

Ongoing tasks:

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

Products

Annual Capital Budget
Toll Bridge Rehabilitation Projects

Estimated Completion Date

On-going
On-going

Not funded by CPG Grant

Work Element 1252: BATA Lane Operations and Toll Collection

Description

In 2005, BATA completed the contract process for a new joint Regional Customer Service Center (RCSC) with the Golden Gate Bridge, Highway and Transportation District (GGBHTD). A major software upgrade was completed in 2014 and the RCSC was relocated to MTC's new Bay Area Metro center in 2016. The RCSC currently processes transactions for BATA, GGBHTD, the San Francisco Airport and regional Express Lanes including BAIFA's new Express Lane on I-880 northbound from Dixon Landing Road to Levee Boulevard and southbound from Hegenberger Road to Dixon Landing Road.

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 is currently preparing for the next generation toll collection system that will support open road tolling. 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.

In response to the shelter-in-place order that began in March 2020 and to protect the traveling public and toll collectors, manual toll collection at the seven state-owned toll bridges was ceased and the RCSC was updated to support all electronic tolling. Since toll collectors are not present at the toll plazas, BATA no longer provides funding for manual toll collection previously 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 on behalf of BATA, GGBHTD, the San Francisco Airport, and the Regional Express Lanes operators
- Administer contract for operations and maintenance of toll equipment at the seven state-owned bridges
- Implement All-Electronic Tolling at the seven state-owned toll bridges, including future open road tolling
- Manage BATA network infrastructure

Products

Bay Area Toll Bridge Program FY 2021-22 Budget
Regular maintenance of ATCAS toll system
Toll transaction processing at the RCSC
Toll Tag Distribution

Estimated Completion Date

July 2021
Ongoing
Ongoing
Ongoing

Not funded by CPG Grant

Work Element 1253: BATA Administration

Description

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

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

Ongoing tasks:

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

Products

Financial planning and policy documents

Estimated Completion Date

As required

Not funded by CPG Grant

Work Element 1254: BATA Finance

Description

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

Ongoing tasks:

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

Products**Estimated Completion Date**

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

Not funded by CPG Grant

Work Element 1255: Regional Measure 2

Description

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

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

In 2013, a Delivery Strategy program was undertaken to address RM2 capital projects that have experienced delivery challenges. Project sponsors submitted plans for delivering a usable segment, and through 2014 staff worked with the Commission to address these plans, which in some cases included shifting funds to other eligible projects through a public hearing process in May 2014. Monitoring of these projects will continue through FY22.

Ongoing tasks:

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

Products	Estimated Completion Date
Project and Program Allocations	As required
Capital Program Progress Report to Commission http://mtc.legistar.com/gateway.aspx?M=F&ID=26012750-efda-4078-b11a-9b1299b884df.pdf	Semi-Annual / Annual
Operating Program Performance Review http://mtc.legistar.com/gateway.aspx?M=F&ID=7c6266c5-af4a-4a3f-b965-d29de5ea78fb.pdf	Annual
Adoption of Annual Operating Program http://mtc.legistar.com/gateway.aspx?M=F&ID=2a497f2d-cbed-48ce-840a-928d03c4e117.pdf	Annual

Bay Area Infrastructure Financing Authority

Objectives

To plan, fund, deliver and operate express lanes under the Metropolitan Transportation Commission's (MTC's) statutory authority, which was delegated to the Bay Area Infrastructure Financing Authority (BAIFA), a joint powers authority between MTC and the Bay Area Toll Authority (BATA). The California Transportation Commission has found MTC eligible to implement express lanes on portions of Ala/CC/Sol-80, Ala-880, CC0680, SR-92 and SR-84.

Express lanes will: improve mobility by providing travelers with another travel option; maximize the efficiency of existing and planned facilities; generate revenue to maintain and expand the express lane network, improving connectivity; and support transit and ridesharing by creating reliable travel corridors for bus riders and carpoolers.

Major Tasks

- Implement BAIFA's portion of the Regional Express Lanes Network
- Operate BAIFA's Express Lanes

Major Products To Be delivered in FY 2021-22	Estimated Completion Dates
Express Lane Program Report (delivery and operations)	Quarterly
CC-680 Northern Segment Southbound Toll System Extension	Summer 2021
Sol-80 Civil Construction Contract with Solano Transportation Authority (<i>subject to Regional Measure 3 litigation resolution</i>)	Summer 2021
BAIFA Toll Ordinance Amendment	Fall 2021
Ala-880 Express Lanes Means-Based Toll Discount Pilot Go-Live	Spring 2022

Not funded by CPG Grant

Work Element 6840: Implement the Regional Express Lanes Network

A. Project Description

Description

- Plan Bay Area, the region's most recent adopted long range transportation plan, includes a 550-mile network of express lanes (high occupancy toll lanes).
- This network will: improve mobility by providing travelers with another travel option; maximize the efficiency of existing and planned facilities; generate revenue to build and complete the express lane network, improving connectivity; and support transit and ridesharing by creating reliable travel corridors for bus riders and carpoolers.
- MTC's 270-mile share of the network is being developed by converting 150 miles of existing HOV lanes to express lanes and building new segments to close gaps in the existing system on some 120 miles. The remaining 280 miles of the network are to be built and operated by other public agencies.
- In 2011, the CTC found MTC eligible to implement express lanes on portions of Ala/CC/Sol-80, Ala-880, CC-680, SR-92 and SR-84.
- In 2013, MTC delegated its authority to implement and operate express lanes to the Bay Area Infrastructure Financing Authority (BAIFA), a joint powers authority between MTC and the Bay Area Toll Authority (BATA).
- BAIFA coordinates with BATA, Caltrans, CHP and CTAs.
- Project development and construction is 100% locally funded.
- BAIFA follows a rigorous performance management process including ongoing schedule, risk and change management analysis to deliver quality projects as quickly and cost-effectively as possible. BAIFA reports program progress to the public on a quarterly basis (see mtc.ca.gov/express-lanes).

B. Accomplishments

Objectives

Deliver express lanes under MTC's statutory authority.

Accomplishments

Recent accomplishments include:

- Ala-880 final PS&E documents approved by Caltrans (March 2017)
- CC-680 Southern Segment civil construction completed (May 2017)
- Regional Operations Center buildout completed (May 2017)
- Backhaul fiber optic communications installation between San Ramon and Martinez completed (June 2017)
- Ala-880 civil construction contract awarded (July 2017) and construction completed (September 2020)
- CC-680 Southern Segment toll system opened (October 2017)
- CC-680 Northern Segment final PS&E documents completed (October 2017)

- Ala-880 toll system design approved by Caltrans (March 2018) and installation began (September 2018)
 - Express Lanes Program Advisor contract awarded (January 2018)
 - Sol-80 final PS&E documents approved by Caltrans (March 2018)
 - CC-680 Northern Segment civil construction contract awarded (July 2018) and construction completed (August 2020)
 - Approved agreement with SMCELJPA to build SM-101 toll system (May and November 2019)
 - Toll Facility Ordinance amended for Ala-880 (January 2020)
 - Toll Facility Ordinance amended for CC-680 Northern Segment (September 2020)
 - Ala-880 toll system opened (October 2020)
- Work Products**
- Procurements and resulting contracts
 - PA/ED Documents
 - PS&E Documents
 - Functioning toll system
 - Completed civil improvements
 - Public outreach materials
 - BAIFA Committee memos, presentations, etc.

C. Work Plan (FY 2021-22) *

Work will continue buildout of the express lanes network.

Task No.	Task Description	Work Products	Start Date	End Date
1.	Perform program management for BAIFA's Express Lanes such as: <ul style="list-style-type: none"> • Organizational/Staffing Analysis • Financial Analysis • Schedule Analysis • Risk Analysis • Change Management • Partner agency coordination • Toll policy coordination, etc. 	<ul style="list-style-type: none"> • Technical memos or reports • Project Schedules • Risk Registers • Change Control • Documents • Quarterly Reports 	07/01/21	06/30/22
2.	Perform public outreach and education for project delivery.	<ul style="list-style-type: none"> • Website updates • Research • Outreach plans • Materials • Media buys 	07/01/21	06/30/22
3.	Manage civil construction for CC-680 Northern Segment.	<ul style="list-style-type: none"> • Civil improvements 	07/01/21	06/30/22
4.	Manage toll system installation and testing on CC-680 Northern Segment.	<ul style="list-style-type: none"> • Toll system improvements • Testing results 	07/01/21	06/30/22

5.	Coordinate with BATA on toll system testing and future technology.	<ul style="list-style-type: none"> • Technical memos and various other materials 	07/01/21	06/30/22
6.	Pilot a means-based toll discount on Ala-880.	<ul style="list-style-type: none"> • Research and policies • System changes • Outreach plans 	07/01/21	06/30/22
7.	Procure and award civil construction contract for Sol-80 with STA.	<ul style="list-style-type: none"> • Procurement documents • Contract 	07/01/21	06/30/22
8.	Coordinate with CTAs, Caltrans and CHP on planning and design of express lanes (ESC, PIWG, other meetings).	<ul style="list-style-type: none"> • Staff reports • Presentation materials • Meeting agendas and notes 	07/01/21	06/30/22
9.	Prepare program delivery items for BAIFA policy board review and approval.	<ul style="list-style-type: none"> • Staff reports • Presentation materials • Meeting agendas and notes 	07/01/21	06/30/22
10.	Attend and present on express lanes delivery at meetings of transportation agencies, local jurisdictions and others as requested.	<ul style="list-style-type: none"> • Staff reports • Presentation materials • Meeting agendas and notes 	07/01/21	06/30/22

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

D. Anticipated Future Activities (FY 2022-23)

- Anticipated Future Activities**
- Continue coordination with Caltrans, CHP and CTAs on project planning, development and implementation.
 - Continue civil and toll system project development according to phasing priorities established.
 - Pursue project development activities for gap closure segments.

Not Funded by CPG Grant

Work Element 6860: Express Lanes

A. Project Description

- Description**
- Plan Bay Area, the region’s most recent adopted long range transportation plan, includes a 550-mile network of express lanes (high occupancy toll lanes).
 - This network will: improve mobility by providing travelers with another travel option; maximize the efficiency of existing and planned facilities; generate revenue to build and complete the express lane network, improving connectivity; and support transit and ridesharing by creating reliable travel corridors for bus riders and carpoolers.
 - MTC’s 270-mile share of the network is being developed by converting 150 miles of existing HOV lanes to express lanes and building new segments to close gaps in the existing system on some 120 miles. The remaining 280 miles of the network are to be built and operated by other public agencies.
 - In 2011, the CTC found MTC eligible to implement express lanes on portions of Ala/CC/Sol-80, Ala-880, CC-680, SR-92 and SR-84.
 - In 2013, MTC delegated its authority to implement and operate express lanes to the Bay Area Infrastructure Financing Authority (BAIFA), a joint powers authority between MTC and the Bay Area Toll Authority (BATA).
 - BAIFA coordinates with BATA, Caltrans, CHP and CTAs.
 - Operations is 100% locally funded.
 - BAIFA follows a rigorous performance management process to ensure its express lanes are safe, reliable and help mitigate congestion. BAIFA conducts on-going performance monitoring to make sure the lanes meet federal performance standards. At a minimum, BAIFA reports express lane performance data to the public on a quarterly basis (see mtc.ca.gov/express-lanes), and will publish Before/After Studies for each new lane.

B. Accomplishments

- Objectives** Operate express lanes under MTC’s statutory authority.
- Accomplishments** Recent accomplishments include:
- Adopted a toll ordinance governing BAIFA express lanes (July 2016)
 - Conducted ‘go live’ operations exercise and public outreach for the I-680 Contra Costa Express Lanes (June-December 2017)
 - Opened the I-680 Contra Costa Express Lanes (October 9, 2017)
 - Monitored and reported on I-680 performance (October 2017 to present)
 - Approved CHP agreements to fund HOV occupancy enforcement on I-680 and I-880 express lanes until June 2021 (November 2018)
 - Executed an Express Lanes Operations & Maintenance Agreement with Caltrans (December 2018)

- Approved SMCELJPA agreement to operate SM-101 Express Lanes toll system (May 2019)
 - Conducted ‘go live’ operations exercise and public outreach for I-880 Express Lanes (July-October 2020)
 - Opened the I-880 Express Lanes (October 2, 2020)
 - Approved Alameda CTC agreement to manage I-580 and I-680 Sunol Express Lanes operations (October 2020)
- Work Products**
- Toll ordinance updates
 - Standard operating procedures
 - Public outreach and education materials
 - Website updates (expresslanes.511.org)
 - Performance reports
 - BAIFA Committee memos, presentations, etc.
 - Concept of Operations updates (if needed)

C. Work Plan (FY 2021-22) *

Work will continue operations and maintenance of express lanes.

Task No.	Task Description	Work Products	Start Date	End Date
1.	Operate and maintain the I-880 and I-680 Contra Costa Express Lanes (including the new I-680 Extension).	<ul style="list-style-type: none"> • Standard Operating Procedures • Maintenance logs 	07/01/21	06/30/22
2.	Operate and maintain the SM-101 Express Lanes toll system.	<ul style="list-style-type: none"> • Standard Operating Procedures • Maintenance logs 	07/01/21	06/30/22
3.	Manage operations of the I-580 and I-680 Sunol Express Lanes.	<ul style="list-style-type: none"> • Standard Operating Procedures 	07/01/21	06/30/22
4.	Operate a means-based toll discount pilot on I-880 Express lanes.	<ul style="list-style-type: none"> • Outreach • Customer Service Reports 	07/01/21	06/30/22
5.	Track and report on express lanes performance.	<ul style="list-style-type: none"> • Quarterly Reports • Before/After Studies 	07/01/21	7/01//22
6.	Perform general public outreach and education to support operations, with a focus on I-680 Extension.	<ul style="list-style-type: none"> • Website • Research • Outreach plans • Materials • Media buys 	07/01/21	07/01/22

7.	Coordinate with Caltrans and CHP on maintenance, incident management and enforcement.	<ul style="list-style-type: none"> Staff reports Presentation materials Meeting agendas and notes 	07/01/21	07/01/22
8.	Prepare operations-related items for BAIFA policy board review and approval.	<ul style="list-style-type: none"> Staff reports Presentation materials Meeting agendas and notes 	07/01/21	07/01/22
9.	Attend and present on express lanes operations at meetings of transportation agencies, local jurisdictions and others as requested	<ul style="list-style-type: none"> Staff reports Presentation materials Meeting agendas and notes 	07/01/21	7/01/22

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

D. Anticipated Future Activities (FY 2022-23)

Anticipated

Future Activities

- Operate express lanes, monitor performance and respond to issues in coordination with CT and CHP, as needed.
- Track and report on express lanes performance.
- Perform public outreach to educate the public on how to use the lanes.
- Respond to requests from the public and the media.
- Coordinate HOV occupancy enforcement by CHP.
- Operate the means-based toll discount pilot on the I-880 Express Lanes.

Not Funded by CPG Grant

Clipper Programs

Clipper® historically has used smart card technology to enable transit riders to pay their fares on participating transit operators. Clipper® is currently accepted for payment on AC Transit, BART, Caltrain, City Coach, County Connection, FAST, Golden Gate Transit and Ferry, Marin Transit, Muni, Petaluma Transit, SamTrans, San Francisco Bay Ferry, Santa Rosa CityBus, SMART, SolTrans, Sonoma County Transit, Tri Delta Transit, Union City Transit, Vine, VTA, WestCAT and Wheels. Clipper® customers can purchase and load value to their card in the form of cash value, which is deducted on a pay-per-ride basis and accepted by all participating agencies and passes that are valid for travel on specific transit systems.

Work Element 1221: Implement and Coordinate Clipper® Operations

Description

The purpose of this work element is to improve fare collection operations for transit agencies and provide transit riders with convenient, secure and reloadable fare payment media that can be used on 22 Bay Area transit operators.

Clipper® historically has used smart card technology to enable transit riders to pay their fares on participating transit operators. Clipper® is currently accepted for payment on AC Transit, BART, Caltrain, City Coach, County Connection, FAST, Golden Gate Transit and Ferry, Marin Transit, Muni, Petaluma Transit, SamTrans, San Francisco Bay Ferry, Santa Rosa CityBus, SMART, SolTrans, Sonoma County Transit, Tri Delta Transit, Union City Transit, Vine, VTA, WestCAT and Wheels. Clipper® customers can purchase and load value to their card in the form of cash value, which is deducted on a pay-per-ride basis and accepted by all participating agencies and passes that are valid for travel on specific transit systems. In Fiscal Year 2020-21, MTC launched Clipper® START, a means-based transit fare pilot that will leverage Clipper® technology to provide discounted fares to eligible low-income transit riders. The program has about 10 operators already on board with plans to add 11 more by January 2021. With several works in place to accommodate outreach to community-based organizations through digital and other advertising which commenced November 2020. This project includes establishment of both a clearinghouse to ensure that funds collected are returned to transit operators where the card was used and a distribution network to ensure that all Bay Area transit riders have convenient access to the Clipper® cards and value. Specifically, MTC is implementing, through a design-build-operate-maintain (DBOM) contract with Cubic Transportation Systems, Inc. (Cubic) three main systems:

1. Operator systems that encompass all front-end fare acceptance equipment and all back-end systems required to process Clipper® transactions.
2. Distribution systems that encompass all Clipper® card and value distribution locations, partnerships with employer transit benefit programs and partnerships with other agencies that provide transit value, i.e., universities and social services agencies; and
3. The Clipper® Service Bureau, which has four broad functions: data collection and reconciliation, financial settlement and reporting, customer service, and maintenance.

Ongoing tasks:

- Management of DBOM contract with Cubic through an extension period that could last until November 2024
- Clipper® operations including card and value distribution services, customer service and education, website operations, financial settlement, and maintenance (ongoing)
- Data analysis to assist MTC and transit operators with planning and decision-making
- Asset management to ensure device availability as transit operators expand or modify their vehicle fleets and facilities
- Technical issue resolution
- Monitor transit operator compliance with regional fare payment policies outlined in MTC Resolution No. 3866

Products	Estimated Completion Dates
Clipper® Phase III	2013
System Acceptance	2012
Final Acceptance	2012
Phase Out	2023

No CPG funds used

Work Element 2780: Implement Next Generation Clipper® System

Description

The purpose of this work element is to implement a new regional fare payment system that allows Bay Area transit riders to seamlessly transition from the current card-base Clipper® smart card system to an account-based payment system.

Clipper® is accepted for payment on AC Transit, BART, Caltrain, City Coach, County Connection, FAST, Golden Gate Transit and Ferry, Marin Transit, Muni, Petaluma Transit, SamTrans, San Francisco Bay Ferry, Santa Rosa CityBus, SMART, SolTrans, Sonoma County Transit, Tri Delta Transit, Union City Transit, Vine, VTA, WestCAT and Wheels. As of fall 2019, the Clipper® fare payment system is processing \$60 million in transit revenue each month and 865,000 fare payment transactions every weekday. However, the system’s equipment and network infrastructure are obsolete and need to be replaced. In fall 2018, MTC executed a design-build-operate-maintain (DBOM) contract with Cubic Transportation Systems, Inc. (Cubic) to serve as system integrator in the implementation of the new Clipper® system. To support the next-generation system, MTC also will procure a customer service center contractor to provide telephone, email and other customer support services; a payment gateway contractor to enable the processing of credit and debit card transactions; and one or more fare media contractors to supply and distribute physical fare media (i.e., extended use and limited use smart cards). The new Clipper® system will maintain the strengths of the current program, and feature improvements such as a mobile app that enables transit riders to pay fares by tapping their smartphone, near real-time communications between Clipper® equipment and the back office system, better data reporting, and integration with more transportation services.

Ongoing tasks:

- Management of System Integrator DBOM contract with Cubic
- Procurement of customer service center, payment gateway and fare media contractors
- Design document review
- Test witnessing
- Developing plans to facilitate the transition to the next-generation Clipper® system
- Coordination with the Clipper Executive Board and transit operators to assist with program management and decision-making

Products	Estimated Completion Dates
Accelerated Deployment Package 1 – Frequent Action lists	2020
Accelerated Deployment Package 2 – New Retail and Fare Collection Equipment	2022
Accelerated Deployment Package 3 – Mobile App	2020
Account-Based System Revenue Ready	2022
System Transition	2023
System Completion	2024

No CPG funds used

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

Caltrans Sustainable Transportation Planning Grant Program

FY 2018/2019 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2021 (RGAs), except where noted

- **Sustainable Access Strategy for BART's Transit-Oriented Development Program** (\$500,117)
Applicant: San Francisco Bay Area Rapid Transit District (BART)
Sub-applicant: TransForm
Description: BART and TransForm will collaborate to create a new strategy for implementing multimodal station access, piloted at BART's transit-oriented development (TOD) projects at Lake Merritt (Oakland) and El Cerrito Plaza stations from 2018 to early 2021. The project will engage the community and identify solutions to parking overflow, station access and gentrification concerns, and share lessons with other agencies. This project will ensure BART uses TOD to move towards sustainable active transportation choices incorporating innovations in mobility to serve BART patrons, disadvantaged communities and new residents/workers. As projected in Plan Bay Area, this will help the region meet housing, transportation and climate goals.
- **El Camino Real Bicycle and Pedestrian Improvement Plan** (\$199,192)
Applicant: Town of Colma
Description: The Study will evaluate existing conditions along the El Camino Real from Daly City to South San Francisco, address bicycle and pedestrian infrastructure and connectivity deficiencies, and develop a Plan for improvements along ECR. This Plan will improve transit connectivity, increase bicycling and walking, reduce GHG and VMT. The Plan will include Vision Zero strategies with an emphasis on increasing safe, healthy, equitable mobility for all ages, abilities and incomes. It will engage local community, disadvantaged communities, neighboring cities and Caltrans in decision making process. The final Plan will include an implementation strategy, design concept, funding sources, partnerships and programs.
- **Accessible Transportation Strategic Plan** (\$340,000)
Applicant: Contra Costa Transportation Authority
Description: The Plan is an assessment of accessible transportation, includes a range of impacted organizations and people, and implements local and regional plans. The Plan is critical because services to the vulnerable target population are rapidly being compromised by rising costs, demographic shifts, and decreasing public health. The Plan includes expansive outreach and has three tasks: 1) Study of existing, individual programs with recommendations. 2) Study of alternative countywide system designs with alternatives presented to: elected officials, staff,

passengers, advocates, and the public with a preferred alternative identified. 3) Presentation (for approval) of a phased implementation plan for the consensus design.

- **Imola Avenue Complete Streets Corridor Improvement Plan** (\$250,000)
Applicant: Napa Valley Transportation Authority
Description: The Imola Avenue Complete Streets Corridor Improvement Plan will provide the framework and recommendations for the transformation of a crucial east/west transportation corridor from a vehicle-centric arterial to a Complete Streets Multimodal corridor which serves low-income AB 1550 communities, multiple schools, employment centers and retail. The project area is located at the entrance to the City of Napa Priority Development Area (PDA). The three project segments, east, central and west include the County of Napa, the City of Napa and Caltrans as stakeholders.
- **Grand Avenue Mobility Plan** (\$442,650)
Applicant: City of Oakland Department of Transportation
Description: The Grand Avenue Mobility Plan will identify an implementable project concept that will enhance transit performance and improve pedestrian and bicyclist safety and comfort along Grand Avenue in Oakland. The Plan will be led by the Oakland Department of Transportation in direct partnership with AC Transit. The plan will demonstrate an equity-driven approach to transportation planning and innovative community engagement. The Plan will support city and state goals to increase mobility, decrease automobile dependency, increase transit ridership, improve air quality, reduce collisions, and improve access for vulnerable communities.
- **City of Richmond Ferry to Bridge Complete Streets Plan and Project Prioritization** (\$276,468)
Applicant: City of Richmond
Sub-Applicant: Bike East Bay
Description: The City of Richmond wishes to retain a qualified consulting firm to prepare a complete streets plan with help of sub-applicant Bike East Bay to provide safe, welcoming and community-supported bicycling and walking connections with the new Richmond-San Francisco Ferry Terminal and Richmond-San Rafael Bridge Bay Trail to open this year. Through interactive outreach to stakeholders, the plan will include closure of critical gaps in the San Francisco Bay Trail and Richmond Greenway and other pathway improvements for linkages with disadvantaged communities, schools, employment, recreational and cultural sites.

- **Unincorporated San Mateo County Bicycle and Pedestrian Master Plan** (\$228,820)
Applicant: County of San Mateo
Description: The Unincorporated San Mateo County Bicycle and Pedestrian Master Plan (BPMP) will be a first for the County, focusing on proactively planning bicycle and pedestrian improvements at a time when collisions are on the rise, similar planning efforts are underway in communities throughout the County, and additional transportation funding may soon be available. The BPMP will be developed through extensive public outreach to determine corridors of countywide significance and the needs of unincorporated communities to find solutions to fill gaps in the transportation network, support facilities, and programs.
- **San Francisco Transit Corridors Study** (\$438,200)
Applicant: San Francisco Municipal Transportation Agency (SFMTA)
Sub-Applicant: San Francisco County Transportation Authority (SFCTA)
Description: The study will identify and prioritize the next generation of transit investments along key corridors in San Francisco. This plan will evaluate current and future land uses and operating environments for each corridor, identify priority projects, and develop an implementation strategy that especially supports sustainable mobility for disadvantaged communities. The project's recommendations will be evaluated in the Countywide Transportation Plan and regional Sustainable Communities Strategy.
- **Connected Communities- Transportation Study** (\$192,200)
Applicant: Sonoma County Human Services Department (SCHSD)
Description: The Area Agency on Aging (AAA) will conduct a comprehensive planning initiative, the Connected Communities Transportation (CCT) Study, to identify strategies for public and private transportation service delivery that serves older adults and individuals with disabilities, prioritizing low income and geographically isolated individuals. The research, community engagement, and inclusive planning process will support the development of this initiative. Transit providers in Sonoma County report increases in para-transit demand, while services remain ill-equipped to support this growth. By identifying comprehensive solutions that increase efficiency among transportation providers, we will support independence and quality of life for our most vulnerable populations.
- **Altamont Rail Connection Feasibility Study** (\$750,000)
Applicant: Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRRA)
Description: The TVSJVRRRA will conduct a study to comply with the AB 758 mandated Feasibility Report. The Project will develop the basis for investments necessary to establish rail connectivity between BART and ACE, providing direct service connections, and serving mega-regional and State goals for inter-

connectivity. The Feasibility Report includes several components: Project Definition; Project Feasibility; Project Phasing; Project Delivery; Funding/Financial Plan; Identification of Entities to Deliver, Operate Service; Proposed Schedule. The Feasibility Report will present results and conclusions supporting the recommended locally preferred service (LPS) selected by the TVSJVRRA, stakeholders, local decision makers, and public for delivery.

- **Diridon Integrated Station Concept Plan** (\$500,000)
Applicant: Metropolitan Transportation Commission
Sub-Applicants: City of San Jose; Santa Clara Valley Transportation Authority, Peninsula Corridor Joint Powers Board, and California High-Speed Rail Authority
Description: Already the South Bay's primary transit node, Diridon Station will become one of the nation's busiest intermodal hubs once BART, high-speed rail, and electrified Caltrain initiate service at the station. Additionally, millions of square feet of new development at the station will transform the station district into a major employment destination. Recognizing this once-in-a-generation opportunity, Caltrain, VTA, the California High-Speed Rail Authority and the City of San Jose are working together on the Diridon Integrated Concept Plan. This Plan will propose a bold vision of a future station that seamlessly connects modes and is integrated with the surrounding urban fabric.
- **Sustainable Communities and Climate Resilience for People with Disabilities** (\$406,000)
Applicant: Metropolitan Transportation Commission (MTC)
Sub-Applicant: World Institute on Disability
Description: This project will develop new strategies to address the specialized needs of the disability community, which is essential to creating a truly multi-modal transportation system. To achieve this goal, the project will deliver an action plan that includes recommendations for multiple regional plans, funding programs and data collection efforts, including the regional transportation plan, the Lifeline Transportation Plan, and the household travel and transit intercept surveys. The project will also create a resource book for people with disabilities and host regional forums to disseminate information and gather feedback from key stakeholders, policymakers and planners at transit and emergency preparedness agencies.

FY 2019/2020 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2022 (RGAs), except where noted

- **Bicycle Superhighway Phase 1 Central Bikeway Feasibility Study** (\$8000,000)

Applicant: Valley Transportation Authority

Description: The Central Bikeway Feasibility Study and Alternatives Analysis will identify a preferred alternative for a continuous, 10-mile, low-stress bicycle superhighway that follows the El Camino (State Route 82)/Central Expressway/Caltrain corridor and connects residents and workers to the Berryessa BART station in East San Jose. The corridor is one of a dozen candidates for bicycle superhighways identified in the Santa Clara Valley Transportation Authority's (VTA) Countywide Bicycle Plan and serves disadvantaged communities. It provides much needed east-west access across State Route 87, Highway 101, Interstate 880, connects three popular bicycle paths, and provides access to Caltrain, VTA Light Rail and BART. VTA will lead the study, with the City of Santa Clara, San Jose, Santa Clara County, and Caltrans included as stakeholders. VTA will lead community-based outreach to identify a preferred design. The final deliverable is a plan that includes a summary of community and agency goals, conceptual design drawings for each segment of the corridor, and an implementation strategy.

- **San Jose Emerging Mobility Action Plan** (\$602,004)

Applicant: City of San Jose

Description: The City of San Jose's Emerging Mobility Action Plan will utilize an equity framework to leverage emerging mobility—electric vehicles, automated vehicles, and shared mobility services—to create a sustainable transportation system that serves all. Via an inclusive community engagement process that includes partnerships with community-based organizations, the City will develop an action plan that specifies the policies, programs and pilots it will pursue and the steps it will take to implement them. The action plan is part of a larger effort by the City to realize the mode shift and vehicle miles traveled reduction goals articulated in its 2040 Envision San Jose General Plan and greenhouse gas reduction goals in its Paris Accord-aligned Climate Smart plan. The plan aligns with the goals of the City, county, regional, and state 2040 transportation plans: to reduce greenhouse gas emissions, ensure social equity, encourage non-auto modes of travel, focus future growth, and promote economic vitality.

- **Pruneridge Complete Streets Plan** (\$351,077)

Applicant: City of Santa Clara

Description: The Pruneridge Avenue Complete Streets Plan will identify bicycle, pedestrian and associated streetscape improvements to transform Pruneridge into a safe and active transportation-friendly corridor to address the 177 collisions along this segment within the last 12 years and to provide safer routes to school and a regional park. The Plan will guide the City as to the most appropriate conceptual design that after implementation will encourage more trips by active transportation modes and foster a healthier community in return. Various stakeholders will be involved in creating the plan such as public health advocates, school representatives, residents and community business leaders. Both residents residing in and outside of disadvantaged communities will benefit from this project as this roadway provides access to schools, parks, and major employment destinations within the city and adjacent communities. Deliverables include existing conditions, parking study, concept alternatives, analysis of alternatives, and draft and final Complete Streets Plan.

- **City of San Pablo Bicycle and Pedestrian Corridors Study** (\$295,000)

Applicant: City of San Pablo

Description: The City of San Pablo Bicycle and Pedestrian Corridors Study will analyze 6.03 miles of key transportation corridors—8 potential bikeway segments and 2 potential shared-use paths—to produce a concept design, alternative options, feasibility analysis, and construction estimates. These segments were identified for future study in San Pablo's 2017 Bicycle and Pedestrian Master Plan because they close bikeway gaps on busy corridors and involve significant traffic, parking, utility and/or geotechnical constraints. The study will contract a consultant to conduct parking and operational studies, provide design services, and facilitate bilingual community engagement, with a focus on community-based organizations that represent vulnerable populations (e.g. First 5, Bike East Bay). Starting in early 2022, the City will use the project deliverables to seek grant funding to implement the community-selected designs, in support of the Metropolitan Transportation Commission and Contra Costa County's efforts to encourage mode-shift toward bicycling and walking.

- **Marin County US 101 Bus on Shoulder Feasibility Study** (\$308,000)

Applicant: Transportation Authority of Marin

Description: This study will provide a feasibility assessment for part-time bus operations on the shoulder of U.S. 101 in Marin County. Bus on Shoulder is a proven concept to improve transit reliability and speed according to recent Federal Highway Administration guidance, and the study will be used to assess feasibility of a pilot project on U.S. 101 in Marin County as part of a system of enhancements planned for the corridor. The study will identify the proposed location of bus on shoulder facilities in the county, preferred operational concept, and quantify potential user benefits and improvement costs. The Transportation Authority for Marin (TAM) intends to gather stakeholder agencies, including transit operators Marin Transit and Golden Gate Bridge, Highway and Transit District, California Highway Patrol, the Metropolitan Transportation Commission, the Local Jurisdictions of San Rafael, Novato and the County of Marin, and Caltrans to inform this study and conduct public outreach to assess the potential for a pilot program in Marin County. Based on the outcome of this study, TAM and partner agencies will lead implementation and development of work supporting local and regional transit services in this corridor.

- **East Contra Costa County Integrated Transit Study** (\$755,000)

Applicant: Contra Costa Transportation Authority

Description: This study will provide a feasibility assessment for part-time bus operations on the shoulder of U.S. 101 in Marin County. Bus on Shoulder is a proven concept to improve transit reliability and speed according to recent Federal Highway Administration guidance, and the study will be used to assess feasibility of a pilot project on U.S. 101 in Marin County as part of a system of enhancements planned for the corridor. The study will identify the proposed location of bus on shoulder facilities in the county, preferred operational concept, and quantify potential user benefits and improvement costs. The Transportation Authority for Marin (TAM) intends to gather stakeholder agencies, including transit operators Marin Transit and Golden Gate Bridge, Highway and Transit District, California Highway Patrol, the Metropolitan Transportation Commission, the Local Jurisdictions of San Rafael, Novato and the County of Marin, and Caltrans to inform this study and conduct public outreach to assess the potential for a pilot program in Marin County. Based on the outcome of this study, TAM and partner agencies will lead implementation and development of work supporting local and regional transit services in this corridor.

- **Hyde Street Safety Project** (\$300,000)

Applicant: San Francisco Municipal Transportation Agency

Description: Project will identify pedestrian safety improvements to transform a dangerous, one-way roadway into a neighborhood complete street. Hyde Street is one of San Francisco's High Injury streets, the 13 percent of streets representing 75 percent of all traffic injuries and deaths, and is in the City's most at-risk neighborhood. This planning project will promote neighborhood quality of life, public health, and economic development through a community-driven, collaborative planning effort. The major outcome will be a clear vision for reduced severe traffic injuries and fatalities on Hyde. The deliverables will include robust community engagement through senior, youth, and neighborhood accessible forums in partnership with community-based organizations and partner agencies. Community supported designs will be completed for quick local approvals, final design, and implementation. This project is responsive to State goals of integrating public health outcomes to transportation and the development of a complete street project through mode shift.

- **City of Oakland Zero Emission Vehicle Plan** (\$440,000)

Applicant: City of Oakland

Description: Oakland's Zero Emission Vehicle Action Plan will provide a blueprint for transitioning to an equitable, multi-modal, zero-emission transportation system. The Plan will detail how Oakland will meet its share of statewide and regional goals for Zero Emission Vehicles (ZEVs), charging stations, and vehicle greenhouse gas emissions. This plan will set both a long-term vision and a short-term implementation strategy. Through extensive community and stakeholder engagement, the Plan will set ZEV goals and objectives, establish timelines to meet those goals, and recommend changes to city policies, codes, and incentives. The Plan will also identify sites and funding for curb-side chargers, analyze energy grid impacts, and study decarbonizing public and private vehicle fleets. To ensure that all Oaklanders benefit from these investments, the plan will prioritize investments in disadvantaged communities, identify and reduce barriers to adoption and help connect Oaklanders with jobs and contracting opportunities in clean transportation.

- **Presidio Bus Yard Planning Study** (\$490,160)

Applicant: San Francisco Municipal Transportation Agency

Description: Built in 1912, Presidio Yard stores and maintains 140 trolley coaches. The "2017 San Francisco Municipal Transportation Agency (SFMTA) Facilities Framework" concluded that Presidio Yard must be entirely rebuilt to address operating inefficiencies, seismic considerations, and space needs of an evolving

fleet. The study will plan for the Yard's reconstruction in a holistic, community-informed fashion. Deliverables include: 1. Conceptual plan and program for a modern bus maintenance and storage facility; 2. Land use scenarios above or adjacent to the Yard; 3. A menu of projects to eliminate traffic-related injuries along adjacent corridors and make the adjacent corridors more pedestrian- and bike-friendly; 4. A robust community outreach program; 5. Recommendations for moving from planning to implementation, including risk management and finance strategies. Principal parties include the SFMTA, community stakeholders, and City government. This study would build upon the Facilities Framework, SFMTA's Vision Zero strategy, the Geary Rapid Project environmental documents, and Plan Bay Area 2040 (the regional Sustainable Communities Strategy).

- **Windsor Old Redwood Highway Corridor Enhancement Plan** (\$300,000)

Applicant: City of Windsor

Description: The proposed plan will identify necessary transportation improvements to revitalize a 3.6-mile corridor of Old Redwood Highway (ORH) from Arata Lane to Shiloh Road. As its name implies, the "Old" highway predates the Town of Windsor's incorporation and was the first paved road in the area (1915). Now, ORH functions as a multi-lane arterial with average daily traffic of 28,100 at the U.S. 101 Freeway interchange. Some segments of the roadway have infrastructure gaps and a lack of pedestrian and bicycle facilities that present challenges for access, multi-modal mobility, and commerce. A qualified consultant will lead the process which will evaluate current conditions, accident data, engage key stakeholders, and prioritize implementation projects. Ultimately, the Plan will lead to "Complete Street" provisions for motorists, pedestrians, bicyclists, transit/SMART train, storm water, and greening elements. A complimentary goal is to revitalize the corridor and spur infill development in three designated areas, including one Priority Development Area at the Town's center.

- **Vision Zero Sonoma County Project** (\$660,000)

Applicant: Sonoma County Transportation Authority

Description: Vision Zero Sonoma County is a collaborative planning initiative led by the Sonoma County Transportation Authority and the Sonoma County Department of Health Services. This project will build the foundation necessary to launch a county-wide "Vision Zero" initiative by: Understanding the current state of injuries and crashes in Sonoma County; Building commitment for a county-wide Vision Zero planning initiative; and, Developing a Vision Zero action plan for Sonoma County. The project will support numerous local, regional and State initiatives including California Transportation Plan 2040, Plan Bay Area, Sonoma County Comprehensive Transportation Plan, Sonoma County Climate Action Plan

2020, and the Portrait of Sonoma County. The project approach will actively engage residents of Sonoma County's disadvantaged communities to ensure their needs are addressed in the Vision Zero planning process. The data dashboard created for this project will be used as a model for future data sharing initiatives.

- **Contra Costa Active Transportation Plan** (\$380,000)

Applicant: Contra Costa Public Works

Description: The Contra Costa County Active Transportation Action Plan will create a detailed inventory of the County's roadways and identify opportunities to build active transportation facilities with an emphasis on projects that can be installed quickly through re-striping and repaving. Staff will create a three-tiered priority list of projects based on ease of implementation, location in disadvantaged communities, and overlap with a travel demand model. Staff will conduct extensive public outreach in each of the 13 unincorporated communities and develop an interactive web map tool for ongoing outreach and evaluation. With more detailed data on roadway opportunities and constraints, staff can expand upon Contra Costa Transportation Authority's 2018 Countywide Bicycle and Pedestrian Plan and support concurrent planning efforts such as the County's Vision Zero program, which will in turn support regional and state planning goals. Implementing agencies are the Contra Costa County Department of Conservation and Development and Public Works Department.

- **BART Metro 2030 and Beyond** (\$466,559)

Estimated Completion Date: June 30, 2022

Applicant: Metropolitan Transportation Commission

Sub-Applicant: San Francisco Bay Area Rapid Transit District (BART)

Description: By maximizing its ridership, BART plays a key role in reducing vehicle travel and achieving state greenhouse gas reduction targets. BART previously developed a concept (BART Metro, in 2013) for attracting more ridership and reducing vehicle travel by increasing service frequencies in the system core. This concept needs updating in light of recent developments, including declining off-peak ridership, major system investments and changing demand patterns stemming from the region's severe housing shortage. The proposed project will produce future BART service plans, focusing on 2030, and an associated prioritized capital project list (such as new storage facilities and bypass tracks) that would fully leverage planned system investments while improving operational efficiency and maximizing ridership. By better matching BART service and regional demand patterns, the project will help implement the regional Sustainable Communities Strategy, improve job access, and reduce greenhouse gases.

FY 2020/2021 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2023 (RGAs), except where noted

- **Pine Hollow Road Corridor Complete Streets Feasibility Study** (\$190,959)
- **Applicant:** City of Concord

- **Description:** The City of Complete Streets Feasibility Study along Pine Hollow Road, which is an important connection between schools, parks, residential, and recreation areas within the cities. As a designated city trucking route, the corridor also experiences a high amount of truck traffic. The project will include a detailed transportation analysis and robust public engagement process to develop design alternatives that incorporate Complete Streets elements, bicycle and pedestrian improvements, and improved access to transit. The cities will work with community and active transportation advocacy groups to achieve the project's goals, which include addressing the collision history of the project corridor while reducing vehicle miles traveled and greenhouse gas emissions. The project is recommended in Concord's 2016 Bicycle, Pedestrian, and Safe Routes to Transit Plan, and will help the City achieve its goal to make bicycling, walking, and transit better serve local transportation needs.

- **City of Livermore East Avenue Corridor Study** (\$301,664)

Applicant: City of Livermore

Description: The East Avenue Corridor Study will develop and prioritize complete street alternatives for the 2.5-mile corridor, building on the City's Active Transportation Plan. East Avenue is a high-priority east-west corridor for the community, links two Priority Development Areas (National Laboratories - east and Downtown Livermore - west), provides a rapid transit line, and serves five public schools, five preschools, a Community Center, four churches, various neighborhoods, 13 apartment complexes, and major employers such as the National Labs. The City will develop alternatives through extensive public engagement with East Avenue stakeholders including the school district, park district, bus service provider, local residents, neighborhood groups, business owners, and faith-based community organizations. The City will refine these alternatives through data analyses and create a Concept Plan that identifies short-term and long-term street improvements that will improve safety and comfort, increase bicycle and pedestrian connectivity, and is ready for implementation grant funding.

- **Richmond Greenway Gap Closure and Connectivity Study** (\$280,208)

Applicant: City of Richmond

Sub-Applicants: Local Government Commission, Pogo Park, and Rails-to-Trails Conservancy

Description: The City will partner with local community-based organization Pogo Park and the non-profits Local Government Commission and Rails-to-Trails Conservancy to develop a plan for short-term and long term-solutions to connect the east and west spans of the Richmond Greenway which is currently divided by two wide multilane streets and a multitrack railroad corridor in the city's residential core. The City and partners will engage residents and stakeholders in an intensive, multi-faceted series of interactive design workshops, walking and biking assessments and field activities to identify needs, document challenges, and develop community-based solutions. The project fully supports and advances state and regional Sustainable Community Strategy/Regional Transportation Plan goals of reducing vehicle miles traveled and greenhouse gas emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, and protecting the environment and health.

- **San Bruno Safe Route to School Plan** (\$248,929)

Applicant: City of San Bruno

Description: In 2017-2018, there were 20 collisions involving children and teenagers in the City of San Bruno. The City's Safe Routes to School (SRTS) Plan will aim at increasing the number of students who choose active or shared modes of transportation to school by making it safer and more accessible to walk, bicycle and/or take transit. The Plan will be framed on the Six Es of the SRTS program and will include school specific summaries that describe existing conditions and a list of prioritized projects. The Plan will provide training, resources and customized support to schools, while working together with district and school administration, parents, teachers, and local community-based organizations. The overall goal of the Plan is to make San Bruno a healthier, safer, more sustainable and environmentally sound community, with improved air quality and less traffic congestion, by reducing the number of school-related automobile trips.

- **Crosstown Class IV Corridors** (\$349,248)

Applicant: City of San Leandro

Description: The Crosstown Corridors Study will examine the feasibility of Class IV bikeways and pedestrian improvements on two major roadways in San Leandro. The corridors will provide a north-south bikeway "spine" on Bancroft Avenue and an east-west spine on Williams Street. Both corridors are identified as priority corridors in the city's 2018 Bicycle and Pedestrian Master Plan Update. Six schools

directly front these corridors with three more nearby; these improvements would enhance the safety and comfort of students and families walking to/from school. The Crosstown Corridors Study also includes two San Francisco Bay Area Rapid Transit (BART) station access studies around the city's two stations. These studies will identify pedestrian and bicycle improvements that will link the corridors, BART stations, downtown and Bay Fair transit-oriented development area together. This project will also serve disadvantaged communities, specifically, the census tracts around the Williams Street corridor are considered disadvantaged communities by the CalEnviroScreen.

- **Development of a Vehicle Miles Traveled Mitigation Program for Contra Costa** (\$400,000)

Applicant: Contra Costa Transportation Authority

Description: The goal of this project is to establish the framework for a Vehicle Miles Traveled (VMT) Mitigation program for Contra Costa County. Implementation of California Senate Bill 743 (Chapter 386, Statutes of 2013) requires lead agencies to analyze development and transportation improvement projects to determine the amount of VMT the project will add or remove from the transportation system, and provide meaningful mitigations when VMT increases are identified. The Contra Costa Transportation Authority intends to develop a program which will, 1) Provide an approach for mitigating VMT increases from land development and transportation improvements in Contra Costa County; 2) Develop a streamlined framework for a VMT Mitigation Program for use by Contra Costa jurisdictions and agencies; and 3) Position Contra Costa County lead agencies to be fully compliant with changes to transportation impacts under Senate Bill 743.

- **El Cerrito-Berkeley Corridor Access Strategy for Transit Oriented Development** (\$704,747)

Applicant: San Francisco Bay Area Rapid Transit District (BART)

Description: In this project, the San Francisco Bay Area Rapid Transit District (BART) will evaluate the feasibility of innovative strategies to provide station access to customers in Berkeley, El Cerrito, Richmond, Albany and Kensington, to develop BART'S surface parking lots with roughly 2,000 homes, with a minimum affordability goal of 35 percent. California Assembly Bill 2923 (Chapter 1000, Statutes of 2018) generated lively community discussion about advancing transit-oriented development in Berkeley and El Cerrito to address the statewide climate and housing crises. While there is community support for development of San Francisco Bay Area Rapid Transit (BART) property, concerns about BART access and parking reduction loom large. Building upon the Fiscal Year 2018-2019 Caltrans grant,

which explored alternatives to parking replacement in transit-oriented development at El Cerrito Plaza station, this project would help BART explore larger-scale solutions to this serious concern in partnership with affected stakeholders. By funding this study now, Caltrans will help BART meet its goal to advance mixed-income housing development at El Cerrito Plaza, North Berkeley and Ashby stations by 2024.

- **San Francisco School Access Plan** (\$164,500)

Applicant: San Francisco County Transportation Authority

Description: The San Francisco County Transportation Authority's School Access Plan will involve close collaboration with the San Francisco Unified School District, parents, and community-based organizations to co-create school transportation solutions designed for medium- to long-distance elementary school trips. Strategies will focus on improving equity for vulnerable students and families, including students with Individualized Education Plans, students experiencing homelessness, foster youth, and low-income youth. The plan will include co-creation sessions and focus groups, resulting in an action plan of transportation recommendations for direct funding, pilot programming, or business plan development. Solving for these school trips will help meet San Francisco's Transit First Policy, Climate Action Strategy, Vision Zero Policy, and Safe Routes to School goals of reducing single family vehicle trips by 37 percent and school-related collisions by 50 percent by 2030. This plan also helps meet regional and state transportation plan goals of reducing greenhouse gas emissions, encouraging sustainable transportation, and promoting equity.

- **Visitacion Valley Community Based Transportation Plan** (\$352,349)

Applicant: San Francisco County Transportation Authority

Description: The San Francisco Municipal Transportation Agency (SFMTA) will engage the Visitacion Valley community in a two-year planning process to prioritize transportation investment. The project's boundaries encompass the Visitacion Valley district, including the Little Hollywood, Sunnysdale, and McLaren Park sub-areas. The SFMTA will collaborate closely with the community and community-based organizations, resulting in consensus-based transportation solutions that improve access and connectivity for residents. Visitacion Valley, a Community of Concern, has limited viable transportation alternatives due to underinvestment in the local network; it is critical to address this now, as they will be affected by significant development in the pipeline, which will strain the transportation network if new residents continue to require personal vehicles. The project will identify, design, and prioritize investments that reflect community values in light of the SFMTA Muni Equity Strategy and the City's Vision Zero policy.

- **El Camino Real Congestion Impact Study** (\$211,299)

Applicant: San Mateo County Transit District

Description: The El Camino Real Congestion Impact Study (Study) will provide an analysis of the impact of El Camino Real (ECR) congestion on SamTrans bus speed and reliability. Key deliverables of the Study include: data collection and analysis; findings from on-site and on-board observations; extensive public outreach to riders, residents, and business owners along the corridor; a set of near-term and long-term recommendations for operational and infrastructure improvements; and a final report consolidating findings and recommendations. The project will be informed by a Technical Advisory Group, including staff from cities along ECR, the County Health Department, and Caltrans, as well as a Stakeholder Advisory Group comprised of business and employer representatives, first responders, advocates, community-based organization representatives, and new mobility providers. The Study will also leverage findings and priorities of existing plans and projects including Reimagine SamTrans, the transit signal priority system, the Grand Boulevard Initiative, and local ECR plans.

- **Vehicle Miles Traveled-Reduction Planning for Priority Development Areas** (\$539,534)

Applicant: Metropolitan Transportation Commission

Sub-Applicants: City of Richmond and City of Vallejo

Description: The project has two major components to help cities plan the expansion of multimodal transportation options in the region's Priority Development Areas (PDAs), which is one of the Metropolitan Transportation Commission's key Sustainable Communities Strategies to accommodate infill growth while meeting the region's greenhouse gas emission reduction targets. Component I is the development of Vehicle Miles Traveled (VMT)-reduction planning products for two Sub-applicant Cities: Vallejo and Richmond. For the City of Vallejo, the project will produce (1) a Development Parking and Transportation Demand Management Plan: Framework for assessing and planning VMT mitigation strategies for new developments as part of the permitting process; and (2) Impact Fees: Nexus study or other analysis to establish impact fees that would fund multimodal transportation projects for new developments. For the City of Richmond, the project will produce (1) Road Safety Plan: Collision data collection and analysis to prioritize safety investments, particularly for active transportation modes; and (2) Bicycle and Pedestrian Infrastructure Action Plan: Plan focused on prioritizing near-term bicycle/pedestrian infrastructure projects. Component II is the development of resources such as case studies, template documents, and community engagement guidance to help other cities with PDAs replicate these planning products.

- **Bay Area Regional Rail Partnerships: Project Delivery and Governance**
(\$400,000)

Estimated Completion Date: June 30, 2023

Applicant: Metropolitan Transportation Commission

Description: A collection of transformational rail corridor project and planning efforts are underway in the Bay Area and each are led by different agencies. This presents a unique opportunity for the Metropolitan Transportation Commission (MTC) and its rail partners to connect, collaborate, and evaluate how to advance these rail projects to better support these major infrastructure changes, megaproject delivery, and seamless rail service connectivity from a customer-focused and system perspective. Strategic choices related to governance and organizational structure are needed to set the foundation to successfully deliver the next-generation regional rail investments. Building on existing efforts, MTC, in partnership with rail providers in the region, will identify project delivery and governance structures that utilize existing expertise and identify partnerships and structures to build and operate a more seamless and customer focused rail network.

APPENDIX B

STBG FUNDED PROJECTS

FY 2017/18 -2021/22

County Transportation Agencies and Regional Agencies:
Planning and Programming

BACKGROUND

MTC is responsible for preparing and updating a long-range regional transportation plan every four years that identifies the strategies and investments needed to maintain, manage and improve the region's transportation network. In developing and implementing the plan, federal regulations provide MTC flexibility in programming certain federal funds across different transportation modes, and require cooperative planning, the establishment of priorities across modes, and consideration of factors such as the coordination of transportation with land use plans in planning and programming decisions.

Plan Bay Area 2040, the Regional Transportation Plan/Sustainable Communities Strategy, provides a roadmap for accommodating projected household and employment growth in the nine-county Bay Area by 2040 as well as a transportation investment strategy for the region. Plan Bay Area 2040 details how the Bay Area can make progress toward the region's long-range transportation and land use goals.

MTC relies upon county and regional partners to assist in addressing federal transportation planning requirements.

- County Transportation Agencies or CTAs: county-level organizations that assist with the regional congestion management and transportation planning processes.
- San Francisco Bay Area Conservation and Development Commission (BCDC): State agency charged with protecting and enhancing the San Francisco Bay.

PROJECT DESCRIPTION

County Transportation Agencies

Funding is conditioned on the CTA working cooperatively with MTC and the other regional agencies comprising the Bay Area Regional Collaborative (BARC) to implement our respective work programs.

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

- Implement the One Bay Area Grant (OBAG) programs 1 and 2 as per MTC Resolution 4035 and 4202 within the county;
- Promote successful program and project delivery and monitoring within the county for all federal transportation funds;
- Facilitate jurisdictions within the county to meet post-programming federal project funding requirements, including meeting award deadlines, timely invoicing, minimizing and responding to inactive obligations, and timely project close-out;
- Establish a land use and travel forecasting process and set of procedures that is consistent with those of the MTC, or develop appropriate alternative analytical approaches in cooperation with MTC;
- Support other regional planning and programming efforts, including the Community-Based Transportation Planning (CBTP), Lifeline Transportation Program (LTP) and the Regional PDA Planning Program;

- Assist in the development of the Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP) and the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) through countywide planning efforts;
- Support the implementation of the Bay Area Coordinated Public Transit-Human Services Plan (Coordinated Plan);
- Develop and update a PDA Investment and Growth Strategy facilitating a transportation project priority setting process for OBAG 2 funding that supports and encourages development in the region's PDAs as detailed in MTC Resolution 4202 and Attachments; and
- Engage in public participation as detailed in the MTC Public Participation Plan and MTC Resolution 4202, and Attachments; and
- Assist local jurisdictions in providing information for the Highway Performance Management System within requested timeframes.

San Francisco Bay Area Conservation and Development Commission (BCDC)

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

Working jointly with MTC, ABAG and the Bay Area Regional Collaborative (BARC), assist with the development and implementation of the Regional Transportation Plan/Sustainable Community Strategy, and other related regional planning efforts, including regional adaptation planning, regional hazard mitigation planning, regional goods movement planning, and assessing the vulnerability of regional assets and increasing the resilience of these assets, with a focus on priority development areas and transit priority project areas. This work shall include the following:

- a. Through the Adapting to Rising Tides Program, develop information, data and tools to support resilience planning at local and regional scales;
- b. Lead and support adaptation planning efforts at local and regional scales and connect the region to National Oceanic and Atmospheric Administration (NOAA) resources and state processes and resources. Assess vulnerabilities of transportation investments and land use proposals in the region's SCS and develop guidance and strategies that address vulnerabilities;
- c. Provide technical and policy support to local, regional, and sector scale adaptation through the Adapting to Rising Tides Portfolio website and provide regular updates to the information, data and tools provided to users of the website;
- d. Attend and present adaptation planning findings, recommendations and best practices at councils, boards, committees and other decision-making bodies;

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

Metropolitan Transportation Commission

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

BUDGET

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

Regional Total for CMA Planning and Programming Funding Agreements Total FY 2017-18 through FY 2021-22

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

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

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

Schedule

Delivery Date

Development and Adoption of a PDA Investment & Growth Strategy	May 2017; May 2021
Monitor Implementation of local Complete Streets Policies and Strategies	Ongoing
Facilitate, monitor, and track the submittal of HPMS data and HCD annual reporting by jurisdiction	April 1, Annually
Submit county projects recommendations for OBAG 2 and subsequent programs; ongoing programming revisions as needed	July 31, 2017; Ongoing
Ensure the public involvement process provides underserved	Annually

communities access to the county planning and programming process	
Develop and adopt PDA Investment & Growth Strategy update	May 2018; May 2022
CMP Modeling Consistency Checklist, pursuant to the CMP Guidance and MTC staff direction	Ongoing
Submit status reports on implementation status of projects and programs identified through the CBTP program. List information on fund sources, lead agency and timeline for implementation.	Every Other Year
For the CBTP program, update the assessment of needs, solutions and list of projects/programs for low-income residents in the county, including latest definition and data for Communities of Concern	Ongoing
Oversight/assistance for program/project delivery	Ongoing
Biennial data share of travel model inputs	Ongoing
Detailed information about projects and programs as specified by MTC for the regional planning process	Ongoing
Support for regional programs and customer service projects	Ongoing
Develop countywide transportation priorities consistent with regional long-range vision and requirements	As needed
Submit FHWA federal-aid local projects selected by MTC for inclusion in annual obligation plan	Annually
Prepare and submit regular project delivery/monitoring status reports for FHWA federal-aid local projects within county	Monthly/Quarterly
Facilitate invoicing against inactive obligations	Monthly
Additional support for planning, programming, and monitoring activities	Ongoing, as needed
Development and reporting of Lifeline program	Ongoing, as needed

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

Caltrans Adaptation Planning Grant Program

FY 2018/2019 ADAPTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2021 (RGAs), except where noted

- **Corte Madera Adaptation Plan** (\$200,000)

Applicant: Town of Corte Madera

Description: To develop a Climate Change Plan to prepare the city's 9,500 residents, two major economic retail shopping centers and at least 5 significant transportation corridors for pending sea-level rise, King-Tide impacts and extreme weather events such as deluge and fire storms. Key components include evaluating the feasibility of realigning and protecting transportation infrastructure impacted by sea level rise and enhancing wetland restoration along travel corridors at the eastern edge of Town and northern shore of the San Francisco Bay, especially adjacent to low-lying US101 between Tamalpais Drive and Sir Francis Drive Boulevard. The plan will be completed by December 2020.

- **San Francisco Bay Trail Risk Assessment and Adaptation Prioritization Plan** (\$370,000)

Applicant: East Bay Regional Park District

Description: The East Bay Regional Park District ("Park District") manages over 55 miles of shoreline in Alameda and Contra Costa Counties. These shoreline parks include segments of the San Francisco Bay Trail ("Bay Trail") that serve as critical recreational spaces and commute corridors in a heavily urbanized region. Regional vulnerability assessments have been completed by the Adapting to Rising Tides program, Caltrans, and others. The Park District seeks to build off this information to provide a detailed Bay Trail risk assessment within the shoreline parks and prioritize projects to guide adaptation efforts.

- **Hayward Shoreline Master Plan** (\$509,000)

Applicant: City of Hayward

Description: The Hayward Shoreline is vulnerable to inundation by sea level rise (SLR) that could impact critical infrastructure such as wastewater infrastructure, the eastern approach to the San Mateo-Hayward Bridge (State Route 92), landfills, the Bay Trail, the Hayward Shoreline Interpretive Center (HSIC), business parks, residential neighborhoods, marshes, and managed ponds. This project will improve Hayward's capacity to plan for, prepare for, mitigate against, and adapt to SLR. The Plan will incorporate input from community members and decision

makers. It will include a suite of mitigation actions and policy recommendations that prepare for SLR.

- **Highway 1 Corridor in Tam Valley- Transportation Resiliency Planning** (\$400,000)

Applicant: Marin County Department of Public Works

Description: Develop conceptual sea-level rise adaptation strategies in Marin County from the intersection of State Highways 101 and 1 north to Mill Valley. Addressing flooding concerns along this reach has regional impacts given the geography and road network in the county, but it also provides benefits to multiple transportation modes by identifying transportation network vulnerabilities, incorporating wetland enhancement, emergency access and egress, and supporting vulnerable populations including seniors, students, and a disadvantaged community. The project would fund technical studies followed by community engagement to develop sea level rise adaptation strategies.

- **SamTrans Adaptation and Resilience Plan** (\$193,102)

Applicant: SamTrans

Description: The SamTrans Adaptation and Resilience Plan will identify strategies to adapt the SamTrans system to reduce impacts from two of SamTrans' greatest climate change-related vulnerabilities—flooding and high heat. The Plan builds upon the San Mateo County Sea Level Rise Vulnerability Assessment, which identified the SamTrans North and South Base facilities as vulnerable assets and complements the County's current efforts to assess county-wide heat vulnerability. The Plan will focus on evaluating adaptation strategies to (1) improve resilience of the North and South Base facilities to flooding, and (2) address the impact of high heat on facilities, equipment and passengers.

- **Calm Before the Storm: San Mateo Countywide Sustainable Streets Master Plan** (\$986,300)

Applicant: City/County Association of Governments of San Mateo County

Description: Will develop the "San Mateo Countywide Sustainable Streets Master Plan" to prioritize locations for integrating green storm-water infrastructure into roadways to capture, treat, and infiltrate storm-water runoff to better adapt the transportation network to precipitation-based climate change impacts while simultaneously helping local agencies achieve state mandates for treating runoff. Commencing in October 2018, the two-year effort builds upon existing regional and countywide green infrastructure planning efforts and Caltrans planning

grants. Project deliverables include a master plan, GIS data layers, model policies, project concepts, public outreach, and web-based implementation tracking tools.

- **Southeast Mobility Adaptation Strategy** (\$391,212)

Applicant: San Francisco Planning Department

Description: Sea level rise poses a threat to San Francisco's multimodal transportation system, including critical assets in southeast San Francisco that are essential to the local and regional transportation system and economy, and which provide a lifeline for disadvantaged communities. The Southeast Mobility Adaptation Strategy (SMAS) will develop actionable solutions through a robust public engagement process. Building on the Resilient by Design proposal, and utilizing the Adapting to Rising Tides framework, the SMAS will develop district-scale conceptual designs, asset-specific solutions, and a prioritized funding and implementation strategy to protect critical transportation assets.

FY 2019/2020 ADAPTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2022 (RGAs), except where noted

- **Town of Windsor READI** (\$265,590)

Applicant: Town of Windsor

Description:

The Town of Windsor will develop a plan to address climate change adaptation. The Town will collaborate with key stakeholders including: public safety officials, transit and transportation agencies, and under-represented populations. The plan will include: 1) a transportation and community vulnerability assessment; 2) climate-related transportation hazards and evacuation plan and route maps; 3) a climate resilient transportation infrastructure assessment; 4) adaptation and resiliency goals; 5) policies and objectives based on information specified in the vulnerability assessment; and 6) a sample set of feasible implementation measures designed to carry out the goals, policies and identified objectives. Major deliverables will include an outreach plan, draft and final Windsor READI plans. The effort will build upon the California and Sonoma County Climate Action plans as well as the Windsor General Plan and Local Hazard Mitigation Plan.

- **State Route 37 Resilient Corridor Program** (\$500,000)

Estimated Completion Date: June 30, 2022

Applicant: Metropolitan Transportation Commission/Sonoma County Transportation Commission

Description: State Route 37 (SR 37) is a 21-mile corridor that extends from US 101 in Novato to I-80 in Vallejo. It is an important regional connection linking job markets and housing within Marin, Sonoma, Napa and Solano Counties and provides access to popular tourist destinations. The most critical issues facing the corridor are: traffic congestion, vulnerability to flooding and sea level rise, and environmental sensitivity. To address these issues, the Metropolitan Transportation Commission, Caltrans District 4, the Sonoma County Transportation Authority, the Transportation Authority of Marin, and the Bay Conservation and Development Commission will work together on the SR 37 Resilient Corridor Program to identify corridor improvements, focusing on the segment between US 101 and CA 121 (Segment A). This project will continue previous efforts that focused on the segment between CA 121 and Mare Island (Segment B) to develop a single vision for the entire corridor.

MTC BUDGET SUMMARY

FY 2021-22

Amendment No. 3

Final FY 2021-22 Overall Work Program (OWP) Expense Estimates - Amendment No. 3

	Total Budget	Salaries, Benefits	Indirect	Other Operating	Consultants
Funded by the Consolidated Planning Grant (CPG)	95,257,630	15,894,110	7,956,595	286,400	71,120,525
1112 Implement Public Information Program and Tribal Government Coordination	5,819,089	3,066,832	1,535,257	132,000	1,085,000
1113 Support the Partnership Board	1,005,624	670,147	335,477	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	4,312,319	2,227,321	1,114,998	-	970,000
1122 Analyze Regional Data Using GIS and Planning Models	8,083,176	3,408,892	1,706,492	114,400	2,853,392
1125 Active Transportation Planning	810,630	237,795	119,039	-	453,796
1127 Regional Trails	7,938,575	1,075,952	538,623	-	6,324,000
1212 Performance Measurement and Monitoring	408,255	122,121	61,134	-	225,000
1233 Transportation Asset Management (TAM) Program	6,135,653	574,536	287,613	40,000	5,233,504
1413 Climate Initiatives	12,305,411	924,937	463,022	-	10,917,452
1416 State Route 37 Ultimate Sea Level Rise Resilience Design Alternatives Assessment Marin-Sonoma (US 101 - SR 121)	119,641	-	-	-	119,641
1511 Conduct Financial Analysis and Planning	778,306	518,663	259,643	-	-
1512 Federal Programming, Monitoring and TIP Management	2,567,947	1,711,280	856,667	-	-
1517 Transit Sustainability Planning	16,253,943	484,623	242,605	-	15,526,715
1520 BART Metro 2030 and Beyond	554,559	-	-	-	554,559
1521 Bay Area Regional Rail Partnerships: Project Delivery and Governance	451,824	34,536	17,288	-	400,000
1611 Regional Growth Framework Planning and Implementation	25,658,090	406,609	203,549	-	25,047,932
1614 Vehicle Miles Traveled - Reduction Planning for Priority Development Areas	614,806	50,161	25,111	-	539,534
1621 Network Management - Planning for Implementation	814,781	43,171	21,610	-	750,000
1622 Next-Generation Bay Area Freeways Study	625,000	336,534	168,466	-	120,000
Funded by Federal/State Grants and Local Sources	47,035,608	4,696,841	2,351,246	60,500	39,927,021
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	3,495,636	207,280	103,766	-	3,184,590
1223 Support Transportation Managements System Program	5,142,901	227,497	113,886	-	4,801,518
1224 Implement Regional Traveler Information Services	8,069,356	1,242,407	621,949	-	6,205,000
1234 Arterial and Transit Management	10,673,236	248,724	124,512	-	10,300,000
1235 Implement Incident Management Program	4,329,909	591,759	296,237	-	3,441,913
1237 Freeway Performance Program	9,294,966	1,077,546	539,420	60,500	7,617,500
1238 Technology-Based Operations and Mobility	4,203,936	602,383	301,553	-	3,300,000
1314 Means-Based Toll Discount Pilot Evaluation	900,000	-	-	-	900,000
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	925,668	499,245	249,923	-	176,500
Funded by State and Local Sources	44,382,753	5,735,039	2,870,971	-	35,776,743
1114 Support Policy Advisory Council	102,667	68,417	34,250	-	-
1120 Regional Conservation Investment Strategy	812,210	276,693	138,512	-	397,005
1124 Regional Goods Movement	61,440	40,943	20,497	-	-
1128 Resilience and Hazards Planning	792,226	374,667	187,559	-	230,000
1156 Library Services	316,325	210,799	105,526	-	-
1239 Regional Mobility Technology Program	6,188,031	244,897	122,596	-	5,820,538
1310 Access and Mobility Planning and Programs	678,455	445,458	222,997	-	10,000
1311 Means Based Fare Program	8,212,519	74,982	37,537	-	8,100,000
1312 Support Title VI and Environmental Justice	61,438	40,942	20,496	-	-
1412 Transportation Conformity and Air Quality Planning	316,325	210,799	105,526	-	-
1514 Regional Assistance Programs and Project Reviews	1,415,362	621,991	311,371	-	482,000
1515 State Programming, Monitoring and STIP Development	950,631	508,750	254,681	-	187,200
1615 Connecting Housing and Transportation	4,363,684	2,574,758	1,288,926	-	500,000
1616 Regional Advance Mitigation Program (RAMP)	50,000	-	-	-	50,000
1618 Affordable Mobility Pilot Program (CARB)	61,440	40,943	20,497	-	-
1620 Bay Area Housing Finance Authority (BAHFA)	20,000,000	-	-	-	20,000,000
Total Grant and Non Grant Funded	186,675,991	26,325,990	13,178,812	346,900	146,824,289
Administration					
Agency Management	3,535,500	-	-	-	3,535,500
1152 Financial Management	637,000	-	-	-	637,000
1153 Administration and Facilities Services	1,275,500	-	-	-	1,275,500
1161 Information Technology Services	1,623,000	-	-	-	1,623,000
Total Administration	3,535,500	-	-	-	3,535,500
TOTAL MTC BUDGET	190,211,491	26,325,990	13,178,812	346,900	150,359,789
Legislation and Public Affairs	1,049,828	399,725	200,103	-	450,000
Highway and Arterial System Management (SAFE)	603,637	-	603,637	-	-
Bay Area Toll Authority (BATA)	8,964,065	-	8,964,065	-	-
Bay Area Infrastructure Financing Authority (BAIFA)	1,487,823	-	1,487,823	-	-
Total Not Federally Funded	12,105,353	399,725	11,255,628	-	450,000
Total OWP Expenses	202,316,844	26,725,715	24,434,440	346,900	150,809,789

Final FY 2021-22 Overall Work Program (OWP) Revenue Estimates - Amendment No. 3

	TOTAL REVENUE BUDGET	(1) FHWA PL	(2) FHWA PL	FHWA SP&R	(3) FTA 5303	(4) FTA 5303	FTA 5304	FTA 5304	FTA 5304	SB 1 Formula Funds	SB1 Formula Funds	SHA Sustainable	SB1 Formula Funds	FTA Adaptation	SB170	CT Grant for Clean	Coastal	REAP	
		FY 21-22	FY 20-21 C/O	FY 21-22	FY 21-22	FY 20-21 C/O	FY 20-21 C/O	FY 21-22	FY 21-22	FY 20-21 C/O	FY 21-22	FY 20-21 C/O	FY 20-21 C/O	FY 19-20 C/O	FY 20-21 C/O	Fund S/C	Fund S/C	Cons./FEMA/USGS	(HCD)
		Fund S/C	Fund S/C	Fund S/C	Fund S/C	Fund S/C	Fund S/C	Fund S/C	Fund S/C	Fund S/C	Fund S/C	Fund S/C	Fund S/C	Fund S/C	New	New	various	2310	
Funded by the Consolidated Planning Grant (CPG)	95,257,630	9,283,882	331,834	500,000	3,557,462	1,649,918	466,559	400,000	500,000	2,124,836	457,210	539,534	242,162	26,641	-	-	79,389	515,000	
1112 Implement Public Information Program and Tribal Government Coordination	5,819,089	1,983,345			1,200,000													45,000	
1123 Support the Partnership Board	1,005,624	418,123					373,959												
1121 Regional Transportation Plan/Sustainable Communities Strategy	4,332,239	919,061				300,000				1,139,110		16,757							
1122 Analyze Regional Data Using GIS and Planning Models	8,083,176	3,051,400	240,516			1,449,090	763,481												
1125 Active Transportation Planning	810,630	135,607	91,318			150,000	362,478												
1127 Regional Trails	7,988,575	400,000																79,389	
1212 Performance Measurement and Monitoring	408,255	84,853			98,402														
1233 Transportation Asset Management (TAM) Program	6,135,653	500,000																	
1413 Climate Initiatives	12,305,411									825,449	440,453								
1416 State Route 37 Ultimate Sea Level Rise Resilience Design Alternatives Assessment Marin-Sonoma (US 101 - SR 121)	119,641													26,641					
1511 Conduct Financial Analysis and Planning	778,306	600,000																	
1512 Federal Programming, Monitoring and TIP Management	2,567,947	1,181,493																	
1517 Transit Sustainability Planning	16,293,943				360,000	150,000							136,380						
1520 BART Metro 2030 and Beyond	554,559						466,559												
1521 Bay Area Regional Rail Partnerships: Project Delivery and Governance	451,824							400,000											
1611 Regional Growth Framework Planning and Implementation	25,658,090									160,277			115,762					470,000	
1614 Vehicle Miles Traveled - Reduction Planning for Priority Development Areas	614,806												539,534						
1621 Network Management - Planning for Implementation	614,781								500,000										
1622 Next-Generation Bay Area Freeways Study	625,000			500,000															
Funded by Federal/State Grants and Local Sources	47,035,608	-	-	-	-	-	-	-	-	-	-	-	-	-	3,000,000	7,000,000	-	-	
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	3,495,636																		
1223 Support Transportation Managements System Program	5,142,901																		
1224 Implement Regional Traveler Information Services	8,069,356																		
1234 Arterial and Transit Management	10,673,236																	7,000,000	
1235 Implement Incident Management Program	4,329,909																		
1237 Freeway Performance Program	9,294,966																	3,000,000	
1238 Technology-Based Operations and Mobility	4,203,936																		
1314 Means Based Toll Discount Pilot Evaluation	900,000																		
1623 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	925,668																		
Funded by State and Local Sources	44,382,753	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80,000	2,753,775
1114 Support Policy Advisory Council	102,667																		
1120 Regional Conservation Investment Strategy	812,210																		
1124 Regional Goods Movement	61,440																		
1128 Resilience and Hazards Planning	792,226																	80,000	
1156 Library Services	316,325																		
1239 Regional Mobility Technology Program	6,188,031																		
1310 Access and Mobility Planning and Programs	678,455																		
1311 Means Based Fare Program	8,212,519																		
1312 Support Title VI and Environmental Justice	61,438																		
1412 Transportation Conformity and Air Quality Planning	316,325																		
1514 Regional Assistance Programs and Project Reviews	1,415,362																		
1515 State Programming, Monitoring and STIP Development	950,631																		
1615 Connecting Housing and Transportation	4,363,684																	2,753,775	
1616 Regional Advance Mitigation Program (RAMM)	50,000																		
1618 Affordable Mobility Pilot Program (CARB)	61,440																		
1620 Bay Area Housing Finance Authority (BAHFA)	20,000,000																		
Total Grant and Non Grant Funded	186,675,991	9,283,882	331,834	500,000	3,557,462	1,649,918	466,559	400,000	500,000	2,124,836	457,210	539,534	242,162	26,641	3,000,000	7,000,000	159,389	3,268,775	
Agency Management	3,535,500																		
1152 Financial Management	637,000																		
1153 Administration and Facilities Services	1,275,500																		
1161 Information Technology Services	1,623,000																		
TOTAL MTC BUDGET	190,211,491	9,283,882	331,834	500,000	3,557,462	1,649,918	466,559	400,000	500,000	2,124,836	457,210	539,534	242,162	26,641	3,000,000	7,000,000	159,389	3,268,775	
Legislation and Public Affairs	1,049,828																		
Highway and Arterial System Management (SAFE)	603,637																		
Bay Area Toll Authority (BATA)	8,964,065																		
Bay Area Infrastructure Financing Authority (BAIFA)	1,487,823																		
Total Not Federally Funded	12,105,353	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Revenue for OWP Purposes	202,316,844	9,283,882	331,834	500,000	3,557,462	1,649,918	466,559	400,000	500,000	2,124,836	457,210	539,534	242,162	26,641	3,000,000	7,000,000	159,389	3,268,775	

(1) FHWA PL T.C. Match \$1,044,861
(2) FHWA PL T.C. Match C/O \$18,964
(3) FTA 5303 PL T.C. Match \$408,641
(4) FTA 5303 PL T.C. Match C/O \$189,246
Total \$1,700,209

Final FY 2021-22 Overall Work Program (OWP) Revenue Estimates - Amendment No. 3

	TOTAL REVENUE BUDGET	CalSTA	STBG	STBG	State of California Prop68	CMAQ	FTA S310	BAHFA	California Strategic Growth Council	BATA Reimb	BATA RM2 Admin Fd 855	RM2 Op	RM2 Capital	BAIFA	2% Transit Transfer	STIP - PPM	STA	LCTOP	SAFE	TFCA
		Fund Scl 2405	Fund Scl 1827	Fund Scl various	Fund Scl 2408	Fund Scl various	Fund Scl 1642	Fund Scl 2409	Fund Scl XXXX	Fund Scl various	Fund Scl various	Fund Scl various	Fund Scl various	Fund Scl various	Fund Scl XXXX	Fund Scl various	Fund Scl various	Fund Scl various	Fund Scl various	Fund Scl various
Funded by the Consolidated Planning Grant (CPG)	95,257,630	3,349,775	1,849,150	33,067,504	-	10,875,000	-	-	250,000	470,500	-	330,000	2,038,000	25,000	1,125,000	-	301,000	-	-	-
1112 Implement Public Information Program and Tribal Government Coordination	5,819,089									377,500		150,000		25,000			50,000			
1121 Support the Partnership Board	1,005,624																			
1121 Regional Transportation Plan/Sustainable Communities Strategy	4,332,219		923,046						250,000											
1122 Analyze Regional Data Using GIS and Planning Models	8,083,136																			
1125 Active Transportation Planning	810,630																			
1127 Regional Trails	7,988,575														700,000					
1212 Performance Measurement and Monitoring	408,255																			
1233 Transportation Asset Management (TAM) Program	6,135,653		301,339	1,908,504																
1413 Climate Initiatives	12,305,411					10,875,000														
1416 State Route 37 Ultimate Sea Level Rise Resilience Design Alternatives Assessment Marin-Sonoma (US 101 - SR 121)	119,641									93,000										
1511 Conduct Financial Analysis and Planning	778,306																			
1512 Federal Programming, Monitoring and TIP Management	2,567,947																			
1517 Transit Sustainability Planning	16,293,943	3,349,775		9,000,000								180,000	1,788,000	425,000			251,000			
1520 BART Metro 2030 and Beyond	554,559																			
1521 Bay Area Regional Rail Partnerships: Project Delivery and Governance	451,824																			
1611 Regional Growth Framework Planning and Implementation	25,658,090		624,765	22,159,000																
1614 Vehicle Miles Traveled - Reduction Planning for Priority Development Areas	614,806																			
1621 Network Management - Planning for Implementation	814,781												250,000							
1622 Next-Generation Bay Area Freeways Study	625,000																			
Funded by Federal/State Grants and Local Sources	47,035,608	-	142,850	23,473,891	-	7,292,959	-	-	-	-	-	170,000	400,000	-	-	-	285,000	-	225,000	1,544,590
1222 Regional Carpool/Vanspool Program and Commuter Benefits Program	3,495,636					1,953,046														1,544,590
1223 Support Transportation Managements System Program	5,142,901		4,000	4,988,901																150,000
1224 Implement Regional Traveler Information Services	8,069,356			7,364,356								170,000					285,000			50,000
1234 Arterial and Transit Management	10,673,236			1,251,236		1,900,000														
1235 Implement Incident Management Program	4,329,909			887,996		3,441,913														
1237 Freeway Performance Program	9,294,966			3,877,466									400,000							25,000
1238 Technology-Based Operations and Mobility	4,203,936			4,203,936																
1318 Means Based Toll Discount Pilot Evaluation	900,000			900,000																
1623 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	925,688		138,850																	
Funded by State and Local Sources	44,382,753	-	-	2,791,538	640,000	-	47,923	20,000,000	-	740,000	100,000	670,000	-	-	-	-	187,200	6,310,081	4,000,000	25,000
1114 Support Policy Advisory Council	102,662																			
1120 Regional Conservation Investment Strategy	812,210				640,000					100,000										
1124 Regional Goods Movement	61,440																			
1128 Resilience and Hazards Planning	792,226									115,000										
1156 Library Services	316,325																			
1239 Regional Mobility Technology Program	6,188,031			2,791,538						525,000		670,000					1,559,000		25,000	
1310 Access and Mobility Planning and Programs	678,455						47,923													
1311 Means Based Fare Program	8,212,519																4,100,000	4,000,000		
1312 Support Title VI and Environmental Justice	61,438																			
1422 Transportation Conformity and Air Quality Planning	316,325																			
1514 Regional Assistance Programs and Project Reviews	1,415,262											100,000								
1515 State Programming, Monitoring and STIP Development	950,631																			
1615 Connecting Housing and Transportation	4,363,684																187,200	651,081		
1616 Regional Advance Mitigation Program (RAMM)	50,000																			
1618 Affordable Mobility Pilot Program (CARB)	61,440																			
1620 Bay Area Housing Finance Authority (BAHFA)	20,000,000							20,000,000												
Total Grant and Non Grant Funded	186,675,991	3,349,775	1,992,000	59,332,933	640,000	18,167,959	47,923	20,000,000	250,000	1,210,500	100,000	1,170,000	2,438,000	25,000	1,125,000	187,200	6,896,081	4,000,000	250,000	1,544,590
Agency Management	3,535,500					15,000				1,159,750	115,000									50,000
1152 Financial Management	637,000					15,000				13,000	115,000									
1153 Administration and Facilities Services	1,275,500									372,750										
1161 Information Technology Services	1,623,000									774,000										50,000
TOTAL MTC BUDGET	190,211,491	3,349,775	1,992,000	59,332,933	640,000	18,182,959	47,923	20,000,000	250,000	2,370,250	215,000	1,170,000	2,438,000	25,000	1,125,000	187,200	6,896,081	4,000,000	300,000	1,544,590
Legislation and Public Affairs	1,049,828									200,000										50,000
Highway and Arterial System Management (SAFE)	603,637																			603,637
Bay Area Toll Authority (BATA)	8,964,065									8,964,065										
Bay Area Infrastructure Financing Authority (BAIFA)	1,487,823													1,487,823						
Total Not Federally Funded	12,105,359	-	-	-	-	-	-	-	-	9,164,065	-	-	-	1,487,823	-	-	-	-	-	653,637
Total Revenue for OWP Purposes	202,316,844	3,349,775	1,992,000	59,332,933	640,000	18,182,959	47,923	20,000,000	250,000	11,534,315	215,000	1,170,000	2,438,000	1,512,823	1,125,000	187,200	6,896,081	4,000,000	953,637	1,544,590

(1) FHWA PL T.C. Match \$1,044,861
(2) FHWA PL T.C. Match C/O \$38,961
(3) FTA S303 PL T.C. Match \$408,041
(4) FTA S303 PL T.C. Match C/O \$188,246
Total \$1,700,209

**Final FY 2021-22 Overall Work Program (OWP) Revenue Estimates -
Amendment No. 3**

	TOTAL REVENUE BUDGET	BAAQMD	PMP Sales	MTC Exchange Funds	Cities/Local Funds	HOV	ABAG (401)	5% Transfer	FHWA Fed Work Zone Data Exch (FWZD)	Bay Trail Nonprofit Fund	General Fund	Toll Credit for Match
		Fund S/C 3144	Fund S/C 4926	Fund S/C 3910, 3907	Fund S/C various	Fund S/C 3902	Fund S/C 3810	Fund S/C various	Fund S/C 1114	Fund S/C xxxx	Fund S/C 3900	
Funded by the Consolidated Planning Grant (CPG)	95,257,630	300,000	1,725,000	8,133,441	1,688,000	500,000	-	281,706	-	10,000	8,264,125	1,700,209
1112 Implement Public Information Program and Tribal Government Coordination	5,819,089	-	-	-	-	-	-	-	-	-	1,988,244	365,130
1113 Support the Partnership Board	1,005,624	-	-	-	-	-	-	-	-	-	213,542	90,852
1121 Regional Transportation Plan/Sustainable Communities Strategy	4,332,239	-	-	-	-	176,313	-	-	-	-	588,032	139,836
1122 Analyze Regional Data Using GIS and Planning Models	8,083,136	300,000	-	-	-	300,000	-	-	-	-	1,968,718	632,508
1125 Active Transportation Planning	810,630	-	-	-	-	-	-	-	-	-	71,227	84,810
1127 Regional Trails	7,938,575	-	-	6,133,441	-	-	-	281,706	-	10,000	334,039	45,880
1212 Performance Measurement and Monitoring	408,255	-	-	-	-	-	-	-	-	-	225,000	21,019
1233 Transportation Asset Management (TAM) Program	6,135,653	-	1,725,000	-	1,600,000	-	-	-	-	-	100,810	57,350
1413 Climate Initiatives	12,305,411	-	-	-	-	23,687	-	-	-	-	140,822	-
1416 State Route 37 Ultimate Sea Level Rise Resilience Design Alternatives Assessment Marin-Sonoma (US 101 - SR 121)	119,641	-	-	-	-	-	-	-	-	-	-	-
1511 Conduct Financial Analysis and Planning	778,306	-	-	-	-	-	-	-	-	-	178,306	68,830
1512 Federal Programming, Monitoring and TIP Management	2,567,947	-	-	-	-	-	-	-	-	-	1,886,454	135,517
1517 Transit Sustainability Planning	16,735,943	-	-	-	-	-	-	-	-	-	623,788	58,497
1520 BART Metro 2030 and Beyond	554,559	-	-	-	88,000	-	-	-	-	-	-	-
1521 Bay Area Regional Rail Partnerships: Project Delivery and Governance	451,824	-	-	-	-	-	-	-	-	-	51,824	-
1611 Regional Growth Framework Planning and Implementation	25,658,090	-	-	2,000,000	-	-	-	-	-	-	128,266	-
1614 Vehicle Miles Traveled - Reduction Planning for Priority Development Areas	614,806	-	-	-	-	-	-	-	-	-	75,272	-
1621 Network Management - Planning for Implementation	814,781	-	-	-	-	-	-	-	-	-	64,781	-
1622 Next-Generation Bay Area Freeways Study	625,000	-	-	-	-	-	-	-	-	-	125,000	-
Funded by Federal/State Grants and Local Sources	47,035,608	323,984	-	1,992,500	522,000	-	138,850	-	200,000	-	323,984	-
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	3,495,636	-	-	-	-	-	-	-	-	-	-	-
1223 Support Transportation Managements System Program	5,142,901	-	-	-	-	-	-	-	-	-	-	-
1224 Implement Regional Traveler Information Services	8,069,356	-	-	-	-	-	-	-	200,000	-	-	-
1234 Arterial and Transit Management	10,673,236	-	-	-	522,000	-	-	-	-	-	-	-
1235 Implement Incident Management Program	4,329,909	-	-	-	-	-	-	-	-	-	-	-
1237 Freeway Performance Program	9,294,966	-	-	1,992,500	-	-	-	-	-	-	-	-
1238 Technology-Based Operations and Mobility	4,203,936	-	-	-	-	-	-	-	-	-	-	-
1318 Means-Based Toll Discount Pilot Evaluation	900,000	-	-	-	-	-	-	-	-	-	-	-
1623 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	925,668	323,984	-	-	-	-	138,850	-	-	-	323,984	-
Funded by State and Local Sources	44,382,753	-	-	-	100,000	-	-	-	-	-	5,937,236	-
1114 Support Policy Advisory Council	102,667	-	-	-	-	-	-	-	-	-	102,667	-
1120 Regional Conservation Investment Strategy	812,210	-	-	-	-	-	-	-	-	-	72,210	-
1124 Regional Goods Movement	61,440	-	-	-	-	-	-	-	-	-	61,440	-
1128 Resilience and Hazards Planning	792,226	-	-	-	-	-	-	-	-	-	597,226	-
1156 Library Services	316,325	-	-	-	-	-	-	-	-	-	316,325	-
1239 Regional Mobility Technology Program	6,188,031	-	-	-	-	-	-	-	-	-	617,493	-
1310 Access and Mobility Planning and Programs	678,455	-	-	-	-	-	-	-	-	-	630,532	-
1311 Means Based Fare Program	8,212,519	-	-	-	-	-	-	-	-	-	112,519	-
1312 Support Title VI and Environmental Justice	61,438	-	-	-	-	-	-	-	-	-	61,438	-
1412 Transportation Conformity and Air Quality Planning	316,325	-	-	-	-	-	-	-	-	-	316,325	-
1514 Regional Assistance Programs and Project Reviews	1,415,362	-	-	-	-	-	-	-	-	-	664,281	-
1515 State Programming, Monitoring and STIP Development	950,631	-	-	-	-	-	-	-	-	-	763,431	-
1615 Connecting Housing and Transportation	4,363,684	-	-	-	100,000	-	-	-	-	-	1,509,909	-
1616 Regional Advance Mitigation Program (RAMM)	50,000	-	-	-	-	-	-	-	-	-	50,000	-
1618 Affordable Mobility Pilot Program (CARB)	61,440	-	-	-	-	-	-	-	-	-	61,440	-
1620 Bay Area Housing Finance Authority (BAHFA)	20,000,000	-	-	-	-	-	-	-	-	-	-	-
Total Grant and Non Grant Funded	186,675,991	623,984	1,725,000	10,125,941	2,310,000	500,000	138,850	281,706	200,000	10,000	14,525,345	1,700,209
Agency Management	3,535,500	-	-	-	12,000	-	-	-	-	-	2,183,750	-
1152 Financial Management	637,000	-	-	-	12,000	-	-	-	-	-	487,000	-
1153 Administration and Facilities Services	1,275,500	-	-	-	-	-	-	-	-	-	902,750	-
1161 Information Technology Services	1,623,000	-	-	-	-	-	-	-	-	-	799,000	-
TOTAL MTC BUDGET	190,211,491	623,984	1,725,000	10,125,941	2,322,000	500,000	138,850	281,706	200,000	10,000	16,709,095	1,700,209
Legislation and Public Affairs	1,049,828	-	-	-	-	-	-	-	-	-	799,828	-
Highway and Arterial System Management (SAFE)	603,637	-	-	-	-	-	-	-	-	-	-	-
Bay Area Toll Authority (BATA)	8,964,065	-	-	-	-	-	-	-	-	-	-	-
Bay Area Infrastructure Financing Authority (BAIFA)	1,487,823	-	-	-	-	-	-	-	-	-	-	-
Total Not Federally Funded	12,105,353	-	-	-	-	-	-	-	-	-	799,828	-
Total Revenue for OWP Purposes	202,316,844	623,984	1,725,000	10,125,941	2,322,000	500,000	138,850	281,706	200,000	10,000	17,508,923	1,700,209

(1)- FHWA PL T.C. Match \$1,044,861
(2)- FHWA PL T.C. Match C/O \$18,061
(3)- FTA \$303 PL T.C. Match \$408,041
(4)- FTA \$303 PL T.C. Match C/O \$188,246
Total \$1,700,209