FY 2023–24 Metropolitan Transportation Commission

Overall Work Program

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

April 2023

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Caltrans

FHWA

Federal Transit Administration

FY 2023–2024

OVERALL WORK PROGRAM

for the

San Francisco Bay Area

Jesse Arreguín, President
Andrew B. Fremier, Executive Director
Association of Bay Area Governments
Bay Area Metro Center
375 Beale Street, Suite 700
San Francisco, CA 94105-2066
abag.ca.gov

Alfredo Pedroza, Chair
Andrew B. Fremier, Executive Director
Metropolitan Transportation Commission
Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105-2066
mtc.ca.gov

Dina El-Tawansy, Director, District 4
California Department of Transportation
P. O. Box 23660, Oakland, CA 94623-0660
111 Grand Ave, Oakland, CA 94612-3717
dot.ca.gov/caltrans-near-me/district-4

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LIST OF ACRONYMS

ABAG	Association of Bay Area Governments
AC Transit	Alameda-Contra Costa Transit District
ADA	Americans with Disabilities Act
ADAP	Airport Development Aid Program
AHSC	Affordable Housing and Sustainable Communities
Alameda CTC	Alameda County Transportation Commission
AMBAG	Association of Monterey Bay Governments
AQ	Air Quality
ARP	American Rescue Plan
AT	Active Transportation
ATP	Active Transportation Program
BAAQMD	Bay Area Air Quality Management District
BAHA	Bay Area Headquarters Authority
BAHFA	Bay Area Housing Finance Authority
BAIFA	Bay Area Infrastructure Financing Authority
BARC	Bay Area Regional Collaborative
BART	San Francisco Bay Area Rapid Transit District
BASIS	Bay Area Spatial Information System
BATA	Bay Area Toll Authority
BCDC	San Francisco Bay Conservation and Development Commission
BIPOC	Black, Indigenous and people of color
BRTRTF	Blue Ribbon Transit Recovery Task Force
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CARB	California Air Resource Board
CA S&H	California Streets and Highways Code
CARES Act	Coronavirus Aid, Relief, and Economic Security Act
CBA	Connected Bay Area
CBO	Community-based Organization

CBTP	Community Based Transportation Program
CCTV	Closed Circuit Television
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFAC	California Freight Advisory Committee
CFMP	California Freight Mobility Plan
CFPG	California Federal Programming Group
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
COG	Council of Governments
CPG	Consolidated Planning Grants
CS	Complete Streets
CTA	County Transportation Agency
CTC	California Transportation Commission
DAC	Disadvantaged Community
DBE	Disadvantaged Business Enterprise
DOD	Department of Defense
DOT	Department of Transportation
EIR	Environmental Impact Report (state)
EIS	Environmental Impact Statement (federal)
EJ	Environmental justice
EL	Express Lanes
EMFAC	EMission FACtor Model
EPA	Environmental Protection Agency
EPC	Equity Priority Communities
EV	Electric vehicle
FAST Act	Fixing America's Surface Transportation Act
FCH	First Community Housing

FHWA	Federal Highway Administration
FLMA	Federal Land Management Agency
FMS	Fund Management System
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Greenhouse Gas
GIS	Geographical Information System
HBP	Highway Bridge Program
HCD	California Department of Housing and Community Development
HESS	Housing Element Site Selection Tool
HOV	High-Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
HSR	High-Speed Rail
HUD	U.S. Department of Housing and Urban Development
IIJA/BIL Act	Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law
LBSRP	Local Bridge Seismic Retrofit Program
LCTOP	Low Carbon Transit Operations Program
LEP	Limited English Proficient
LOS	Level of Service
LTP	Lifeline Transportation Program
MAP-21	Moving Ahead for Progress in the 21st Century
MARAD	Maritime Administration, U.S.
MCA	Mitigation Credit Agreement
MIRE	Model Inventory of Roadway Elements
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
Muni	San Francisco Municipal Transportation Agency
NAAQS	National Ambient Air Quality Standards
NM	Network Management

NVTA	Napa Valley Transportation Authority
OA	Obligation Authority
OBAG	One Bay Area Grant Program
OMB	Office of Management and Budget, U.S.
OWP	Overall Work Program
OWPA	Overall Work Program Agreement
PAC	Project Advisory Committee
PBA	Plan Bay Area
PCA	Priority Conservation Area
PDA	Priority Development Area
PEA	Planning Emphasis Area
PEL	Planning and Environment Linkages
PIP	Productivity Improvement Program
PM2.5	Particulate Matter 2.5
PMP	Pavement Management Program
PPA	Priority Production Area
PPP	Public Participation Plan
P-TAP	Pavement Management Technical Assistance Program
PUC	California Public Utilities Code
RAMP	Regional Advance Mitigation Planning
RAPC	Regional Airport Planning Committee
RCIS	Regional Conservation Investment Strategy
REAP	Regional Early Action Planning
RM 2	Regional Measure 2
RM 3	Regional Measure 3
RTCI	Regional Transit Capital Inventory
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
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	California Senate Bill 1: The Road Repair and Accountability Act of 2017
SB 375	California Senate Bill 375
SCS	Sustainable Communities Strategy
SCTA	Sonoma County Transportation Authority
SFO	San Francisco International Airport
SFMTA	San Francisco Municipal Transportation Agency
SIP	State Implementation Plan (for air quality)
SOV	Single-Occupancy Vehicle
SP&R	State Planning and Research
SRTP	Short-Range Transit Plan
STA	Solano Transportation Authority or State Transit Assistance
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
STRAHNET	Strategic Highway Network
TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAP	Transportation Alternatives Program or Transformation Action Plan
TCC	Transportation Cooperative Committee
TCEP	Trade Corridor Enhancement Program
TCP	Transit Capital Priorities
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TIP	Transportation Improvement Program (federal requirement)
TIRCP	Transit and Intercity Rail Capital Program
TM 2	Travel Model 2
TMC	Transportation Management Center
TMS	Transportation Management System
TOC	Transit-Oriented Communities
TOD	Transit-Oriented Development
TOS	Traffic Operations Systems
TPI	Transit Priority Investment

TSMO	Transportation Systems Management and Operation
TSP	Transit Sustainability Project
USC	United Stated Code
VMT	Vehicle Miles Traveled
VTA	Santa Clara Valley Transportation Authority
WE	Work Element

METROPOLITAN TRANSPORTATION COMMISSION

PROSPECTUS

April 2023

FY 2023–2024

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 – OVERALL 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 2023-24.

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) was signed into law in November 2021 and it 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 periodically-updated major documents 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 2050*, as well as the 2023 TIP, in October 2021 and September 2022, respectively. 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.

MTC maintains a website at mtc.ca.gov that contains final reports for the work referenced in the OWP. The work elements provide additional links for specific work products.

Federal Planning Factors

The OWP works to accomplish the ten federal planning factors that include:

- 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 freight;
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation; and
- Enhance travel and tourism.

Each FY 2023-24 OWP work element references the relationship between the upcoming tasks and the federal planning factors. Additionally, the following table displays the relationship between the planning factors and the work elements across the OWP.

Federal Planning Factor	FY 2023-24 OWP Work Elements Supporting Federal Planning Factor
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1212, 1310, 1511, 1512, 1517, 1522 1611, 1621, 1622 **WEs Funded by Federal/State Grants and Local Sources** 1233, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1131, 1132, 1156, 1311, 1312, 1514
Increase the safety of the transportation system for motorized and non-motorized users	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622 **WEs Funded by Federal/State Grants and Local Sources** 1233, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618
Increase the security of the transportation system for motorized and non-motorized users	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1310, 1511, 1512, 1517, 1522, 1611, 1621, 1622 **WEs Funded by Federal/State Grants and Local Sources** 1233, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1156, 1312
Increase the accessibility and mobility of people and for freight	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622 **WEs Funded by Federal/State Grants and Local Sources** 1233, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618

Federal Planning Factor	FY 2023-24 OWP Work Elements Supporting Federal Planning Factor
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	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622 **WEs Funded by Federal/State Grants and Local Sources** 1120, 1233, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1310, 1413, 1511, 1512, 1517, 1522, 1611, 1621, 1622 **WEs Funded by Federal/State Grants and Local Sources** 1233, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618
Promote efficient system management and operation	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1212, 1310, 1511, 1512, 1517, 1522, 1611, 1621, 1622 **WEs Funded by Federal/State Grants and Local Sources** 1120, 1233, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1131, 1132, 1156, 1311, 1312, 1514
Emphasize the preservation of the existing transportation system	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1412, 1413, 1511, 1512, 1517, 1522, 1611, 1621 **WEs Funded by Federal/State Grants and Local Sources** 1233, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1131, 1132, 1156, 1311, 1312, 1514, 1618
Improve the resiliency and reliability of the transportation system; reduce or mitigate storm water impacts of surface transportation	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1412, 1511, 1512, 1517, 1522, 1621, 1622 **WEs Funded by Federal/State Grants and Local Sources** 1233, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1131, 1132, 1156, 1312

Federal Planning Factor	FY 2023-24 OWP Work Elements Supporting Federal Planning Factor
Enhance travel and tourism	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1122, 1125, 1127, 1511, 1512, 1517, 1522, 1621 **WEs Funded by Federal/State Grants and Local Sources** 1120, 1233, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1156, 1311, 1312, 1514

Planning Emphasis Areas (PEAs)

FHWA and FTA released the Planning Emphasis Areas (PEAs) for 2021. These are areas that are encouraged for incorporation into the FY 2023-24 OWP and should be considered for future development during the regional planning process per 23 CFR 450. The 2021 PEAs are:

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future;
- Equity and Justice40 in Transportation Planning;
- Complete Streets;
- Public Involvement;
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD);
- Federal Land Management Agency (FLMA) Coordination;
- Planning and Environment Linkages (PEL); and
- Data in Transportation Planning.

Each FY 2023-24 OWP work element references the relationship between the upcoming tasks and these PEAs. Additionally, the following table displays the relationship between the PEAs and the work elements across the OWP.

Planning Emphasis Areas	FY 2023-24 OWP Work Elements Supporting Planning Emphasis Areas (PEAs)
Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1310, 1412, 1413, 1512, 1517, 1522, 1611, 1621, 1622 **WEs Funded by Federal/State Grants and Local Sources** 1120, 1233, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1124, 1131, 1132, 1156, 1311, 1312, 1514, 1618

Planning Emphasis Areas	FY 2023-24 OWP Work Elements Supporting Planning Emphasis Areas (PEAs)
Equity and Justice40 in Transportation Planning	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1310, 1412, 1413, 1512, 1517, 1522, 1611, 1621, 1622 **WEs Funded by Federal/State Grants and Local Sources** 1120, 1233, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1124, 1131, 1132, 1156, 1311, 1312, 1618
Complete Streets	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1310, 1412, 1413, 1512, 1517, 1522, 1611, 1622 **WEs Funded by Federal/State Grants and Local Sources** 1233, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1131, 1132, 1156, 1312, 1514, 1618
Public Involvement	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1124, 1125, 1127, 1310, 1412, 1413, 1512, 1517, 1522, 1611, 1621, 1622 **WEs Funded by Federal/State Grants and Local Sources** 1120, 1233, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1131, 1132, 1156, 1311, 1312, 1618
Strategic Highway Network	**WEs Funded by the Consolidated Planning Grant (CPG)** 1113, 1121, 1122, 1124, 1512, 1522 **WEs Funded by Federal/State Grants and Local Sources** 1515, 1612 **WEs Funded by State and Local Sources** 1156
Federal Land Management Agency (FLMA) Coordination	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1124, 1127, 1512, 1611 **WEs Funded by Federal/State Grants and Local Sources** 1120,1515, 1612 **WEs Funded by State and Local Sources** 1156

Planning Emphasis Areas	FY 2023-24 OWP Work Elements Supporting Planning Emphasis Areas (PEAs)
Planning and Environment Linkages (PEL)	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1124, 1125, 1127, 1310, 1412, 1512, 1517, 1522, 1611, 1621, 1622 **WEs Funded by Federal/State Grants and Local Sources** 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1131, 1132, 1156, 1514
Data in Transportation Planning	**WEs Funded by the Consolidated Planning Grant (CPG)** 1112, 1113, 1121, 1122, 1125, 1127, 1212, 1310, 1412, 1511, 1512, 1517, 1522, 1621, 1622 **WEs Funded by Federal/State Grants and Local Sources** 1120, 1233, 1310, 1515, 1612 **WEs Funded by State and Local Sources** 1114, 1131, 1132, 1156, 1311, 1312

II. Plan Bay Area 2050 Guides Regional Planning Priorities

In February 2018, MTC and ABAG initiated a new cycle of long-range planning for the San Francisco Bay Area with the *Horizon* initiative, designed to prioritize resilient and equitable strategies in an increasingly uncertain future. Stress-testing strategies for the region's future — against a broad range of external forces like telecommuting adoption, economic boom-bust cycles and changing land use preferences — helped create a solid foundation for *Plan Bay Area 2050*, the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the nine-county San Francisco Bay Area.

Starting in late 2019, the *Plan Bay Area 2050 Blueprint* phase further enhanced strategies to accelerate equitable outcomes through deep public and stakeholder engagement — both in-person and virtual. As the COVID-19 pandemic impacted the Bay Area throughout 2020, Blueprint strategies were further refined to account for this new reality, even as the pandemic underscored the need to tackle the region's continued crises related to housing unaffordability, climate change, and more. After the Commission and ABAG Executive Board advanced the Final Blueprint into the environmental phase in early 2021, staff then focused on translating each of the Blueprint's 35 long-term strategies into more than 80 near-term implementation actions, working in partnership with public, private and non-profit partners to create a comprehensive Implementation Plan for the next five years.

Ultimately, *Plan Bay Area 2050* — adopted by the Commission and ABAG Executive Board in October 2021 — is ready to serve as a resilient and equitable next-generation plan for the San Francisco Bay Area, laying out a pathway toward a better future for all residents through specific strategies, policies and investments related to transportation, housing, the economy and the environment. The final plan was informed by the input from over 23,000 Bay Area residents who submitted over 234,000 comments at over 450 public and stakeholder meetings and events held over the four-year planning process. Most

importantly, more than 60 percent of public engagement activities targeted communities, including residents of Equity Priority Communities and other underserved groups who have been historically underrepresented in planning processes.

Plan Bay Area 2050 works to ensure that the Bay Area of 2050 is more affordable, connected, diverse, healthy and vibrant for all through its 35 strategies to be implemented at the local, county, regional and state levels over the next three decades. Totaling approximately $1.4 trillion, the plan's strategies rely on existing and reasonably-anticipated new monies — but fully realizing those revenues will be critical in the decade ahead to fully implement the adopted plan. If implemented, the final plan would significantly reduce housing and transportation costs for a typical household, shift approximately one-fifth of the workforce away from commuting by auto, provide more affordable housing in historically-exclusionary cities and towns, meet the state-mandated greenhouse gas emissions reduction target, and improve intraregional jobs-housing balances, among other beneficial outcomes. Last, but certainly not least, the adopted plan would make greater headway in addressing challenges for households with low incomes and Equity Priority Communities — addressing long-standing disparities in housing, transportation, and more.

Continuing Plan Bay Area 2050 Implementation in FY 2023-24

As noted above, the *Plan Bay Area 2050 Implementation Plan* outlines more than 80 specific implementation actions that MTC and ABAG are slated to advance in partnership with other entities over the next five years. Adoption of *Plan Bay Area 2050* allows MTC and ABAG staff to continue advancing some key initiatives specifically over the next year. High-priority actions for next fiscal year include, but are not limited to:

- Continued policy and planning guidance for local jurisdictions through implementation of the Transit-Oriented Communities (TOC) Policy;
- Advancing transit recovery through implementation of the Blue Ribbon Transit Recovery Task Force priorities, including supporting Regional Network Management, evaluating and furthering pilot efforts on regional fare coordination, and initiation of the Transit 2050+ effort, a Connected Network Plan for the Bay Area;
- Continued deep community engagement and technical analysis of potential pathways through the Next-Generation Freeways Study; and
- Expanding coordination with the Bay Area Air Quality Management District and County Transportation Agencies (CTAs) to accelerate implementation of all climate mitigation strategies, with a focus on funding to support local travel demand management (e.g. mobility hubs and parking policies); support of regional bike share; and electrification of the passenger vehicle and public transit fleets to achieve Plan Bay Area 2050 greenhouse gas reduction targets.
- Initiation of Plan Bay Area 2050+ — the update to Plan Bay Area 2050 — which will focus on updating financial assumptions and the transportation investment strategy with close coordination with the Transit 2050+ effort.

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 encompasses 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 carried nearly 500 million passengers per year prior to the COVID-19 pandemic. The region's varied geography has given rise to a diverse range of public transit modes: antique cable cars and historic streetcars; high-speed and electric-powered 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), as well as 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 the 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 José each have a seat appointed by the respective 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 San Francisco 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 non-voting 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. Department of Housing and Urban Development.

In July 2017, MTC and ABAG staff were consolidated. 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 bodies with unique statutory requirements, policy positions, programs, assets and debts.

The commissioners also serve as the policy board for several MTC-affiliated authorities, including the Bay Area Toll Authority (BATA), the Service Authority for Freeways and Expressways (SAFE) and the Bay Area Housing Finance Authority (BAHFA).

MTC Standing Committees

Seven standing committees (comprising seven or more commissioners each) consider a wide range of questions on policies, planning, and programs, and make recommendations to the full Commission. The seven committees are Administration, Bay Area Housing Finance Authority (BAHFA) Oversight, Bay Area Toll Authority (BATA) Oversight, Joint MTC ABAG Legislation, Operations, Planning, and Programming and Allocations. The responsibilities of these seven committees are listed below.

MTC Standing Committee	Responsibilities
Administration Committee	Oversees and approves MTC administrative tasks, including staff oversight, consultant contracts, budgeting and financial policies, reports and audits.
BAHFA Oversight Committee	Oversees the work of the authority that is addressing the Bay Area's chronic housing challenges.
BATA Oversight Committee	Oversees the work of the authority that administers revenue from the region's seven state-owned toll bridges.
Joint MTC ABAG Legislation Committee	Brings together members from MTC and ABAG to oversee both agencies' priorities, policies and positions.
Operations Committee	Oversees many of the programs MTC runs for the public, including MTC's traveler services like 511 and Clipper®, as well as highways and major roads.
Planning Committee	Oversees MTC's planning studies and programs and recommends revisions to Plan Bay Area — the region's long-range transportation plan.
Programming and Allocations Committee	Develops the policies and recommendations about how to spend state and federal funds.

MTC Interagency Committees

MTC works with many partners to manage a transportation system that ranges from sidewalks to regional rail, and that is owned and operated by dozens of government agencies. Strong collaboration creates better transportation systems for the Bay Area. The responsibilities for MTC's various interagency committees are described in the table below:

MTC Interagency Committee	Responsibilities

Active Transportation Working Group	Working to get more people moving by foot, bike, skateboard, scooter, wheelchair and other forms of active transportation or “micromobility.”
Air Quality Conformity Task Force	Determines whether transportation projects and plans comply with state or federal air quality regulations.
Arterial Operations Committee	Discusses issues related to the major arterial streets and roads that connect us.
Bay Area Regional Collaborative	Addresses issues of regional significance, including climate change and social and economic injustice.
Bay Area Partnership Board	Gathers top executives from the region’s many transportation-related agencies in order to improve safety, mobility and air quality.
Bay Area Vision Zero Working Group	Strives to make the region’s streets safer for everyone, especially pedestrians and bicyclists.
Blue Ribbon Transit Recovery Task Force	Works to guide the future of the Bay Area’s public transportation network as the region recovers from and adjusts to new conditions created by the COVID-19 pandemic.
Clipper® Executive Board	Policy, oversight, direction and authorization of significant business matters for the Clipper® fare payment system.
Fare Integration Task Force	Oversight for the Transit Fare Coordination & Integration Study.
Joint ABAG/MTC Governance Committee	Discusses whether MTC and ABAG should restructure their governing boards.
Joint MTC Planning Committee with the ABAG Administrative Committee	Considers planning activities and works on issues assigned by the Board.
Local Streets and Roads Working Group	A forum for cities to advocate for pavement maintenance funding.
Mega-Region Working Group	A forum in which the Bay Area, the Sacramento Metro Area, and San Joaquín County and its cities join forces to tackle shared transportation challenges and achieve shared goals.
Partnership Technical Advisory Committee	Formed to advise participating agencies’ top executives on a wide range of transportation issues.
Programming and Delivery Working Group	A forum for CTAs and designated Local Agency programming staff to discuss programming and delivery topics and issues.

Regional Equity Working Group	Supports social equity planning and analysis in the development of Plan Bay Area.
Regional Airport Planning Committee	Oversees the development of policies for commercial and general aviation airports.
Transit Finance Working Group	Discusses new funding opportunities and issues that may affect transit agencies' operating costs.
Transportation Response Planning Committee	Prepares for disasters that could affect the Bay Area's transportation infrastructure.

Authorities

MTC Authorities carry out projects to make the Bay Area better — like expanding the network of freeway Express Lanes, operating the Freeway Service Patrol and managing toll revenue to keep the seven state-owned bridges safe. An MTC Authority is created by law to carry out specific duties or projects for residents of the Bay Area. Sometimes these projects have been voted on and approved by the public, and sometimes they are passed into law by the California State Legislature. MTC Authorities will often work together with other agencies. These are called "joint powers authorities" and are partnerships between similar agencies across separate local or state governments.

Authority	Responsibilities
Bay Area Headquarters Authority (BAHA)	Manages and maintains the Bay Area Metro Center building in San Francisco.
Bay Area Housing Finance Authority (BAHFA)	First-of-its-kind regional authority created to address the Bay Area's chronic housing challenges.
Bay Area Infrastructure Financing Authority (BAIFA)	Oversees the financing, planning and operation of MTC Express Lanes and related transportation projects.
Bay Area Toll Authority (BATA)	Manages the toll revenues from the Bay Area's seven state-owned bridges. BATA also manages FasTrak®, the electronic toll payment system.
Service Authority for Freeways and Expressways (SAFE)	Manages the Freeway Service Patrol tow trucks and the emergency roadside call box programs.

Policy Advisory Council

The Policy Advisory Council was created by the Commission in November 2009 to incorporate and supersede several MTC citizen advisory committees. The 27 council members are recruited from diverse backgrounds from all nine Bay Area counties and serve a 4-year term. 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 jurisdiction 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, at least 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 communities; the ninth member represents either category.

In addition, nine members (one from each county) represent issues related to transportation for older adults and persons with disabilities. Four members represent older adults, and four members represent people with disabilities; the ninth member represents either category.

The Policy Advisory Council also has appointed two subcommittees. The Equity & Access Subcommittee advises the Metropolitan Transportation Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. The Transit Transformation Action Plan (TAP) Subcommittee grew out of the Policy Advisory Council's Fare Coordination and Integration Subcommittee. The TAP Subcommittee has a broader focus on implementing the Transit Transformation Action Plan — including the elements previously reviewed by the Fare Coordination and Integration Subcommittee.

The Bay Area Partnership Board

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.

Transit Representation on MTC Commission

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 13 transit/rail operators represented on the MTC Commission:

1. Caltrain: Cindy Chavez
2. County Connection: Sue Noack
3. Marin Transit: Stephanie Moulton-Peters
4. NVTA: Alfredo Pedroza
5. Santa Clara Valley Transportation Authority: Margaret Abe-Koga, Cindy Chavez, Matt Mahan
6. Soltrans: Jim Spering
7. SamTrans: David Canepa
8. Sonoma Marin Area Rail Transit: David Rabbitt
9. Santa Rosa City Bus: Victoria Fleming
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, Stephanie Moulton-Peters

IV. Overview of Public Participation and Involvement

The Metropolitan Transportation Commission's public involvement process aims to give the public ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and to provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission's own internal procedures.

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 for the San Francisco Bay Area outlines key decision points during the development process for consulting with affected local, regional, state and federal agencies and Tribal governments.

In addition, under state law (revised most recently in 2008 by SB 375, Steinberg), MTC and the Association of Bay Area Governments must develop a 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-duty trucks. SB 375 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.

MTC's public engagement program aims to meet the following objectives:

- Involve the interested public in transportation planning, fund programming and allocation processes, including those from under-represented groups.
- Inform the media and public about current transportation activities, including regional operations projects, such as 511, Clipper®, FasTrak®, Express Lanes and Freeway Service Patrol.

- Provide opportunities for early and continuous public participation in the transportation planning process in accordance with federal policy, including the 2021 Bipartisan Infrastructure Law and reauthorization of the Fixing America's Surface Transportation Act (FAST Act), by means of organized public outreach and involvement activities and through the Policy Advisory Council.
- Provide opportunities for public participation in the development of regional plans and initiatives (e.g., Plan Bay Area 2050, next RTP/SCS, etc.).
- Conduct government-to-government consultation with Tribal governments of federally recognized Native American Tribes regarding planning and programming activities.

V. Consultation with Native American Tribal Governments

MTC is committed to furthering meaningful partnerships with the Tribes of this region and consulting with Tribal governments prior to making decisions, taking actions, or implementing programs that may impact their communities. Our work will strive to ensure programs and activities avoid or minimize adverse impacts to cultural and other important Tribal resources.

There are six federally recognized Native American Tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

MTC is committed to consulting with our region's Tribal governments in our major plans and in projects of priority to Tribes. However, MTC encourages the Tribes to request government-to-government consultation at any time and on any project, program, action or decision. MTC commissioners and executive staff will participate in government-to-government consultation with Tribal governments and will conduct consultation and/or engagement activities in locations convenient for the Tribal governments.

The groundwork for engagement and consultation with our region's Tribal governments will occur early in an engagement process and will be conducted according to Tribal preference. MTC will continue to host Tribal Summits as an opportunity for Tribes to collaborate with MTC and ABAG and other regional and local agencies. Staff will work with Tribal leaders and their representatives to co-create agendas and will present topics of interest to the Tribes. Additionally, MTC commits to conducting individual meetings with each Tribe, upon request.

It is important to note that there are many other Tribes with connections to the lands that make up the nine-county San Francisco Bay Area, including Tribes that are not recognized by the federal government. MTC recognizes these Tribes as important stakeholders in the regional planning process who also are affected by our work and decisions. As such, MTC is committed to building relationships with and engaging the many Tribes connected to our region, including the:

- Amah Mutsun Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Big Valley Rancheria/Big Valley Band of Pomo Indians
- Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
- Coastanoan Rumsen Carmel Tribe

- Coyote Valley Band of Pomo Indians
- Guidiville Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Ione Band of Miwok Indians
- Kletsel Dehe Band of Wintun Indians
- Mishewal-Wappo Tribe of Alexander Valley
- Muwekma Ohlone Indian Tribe of the SF Bay Area
- North Valley Yokuts Tribe
- Pinoleville Pomo Nation
- Potter Valley Rancheria
- Redwood Valley Rancheria
- Robinson Rancheria of Pomo Indians
- Scotts Valley Band of Pomo Indians
- The Confederated Villages of Lisjan
- The Ohlone Indian Tribe
- Torres Martinez Desert Cahuilla Indians
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Yocha Dehe Wintun Nation

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Metropolitan Transportation Commission

Staffing Organization as of February 27, 2023

MTC Commission
Alfredo Pedroza
Chair

** ABAG contracts with MTC for services. MTC's Executive Director reports to the ABAG Executive Board and MTC Commission.

ABAG Executive Board**
Jesse Arreguin
President

OFFICE OF GENERAL COUNSEL* (7)
Kathleen Kane

Ron Ceguera
John Myers
Andrea Visveshwara
Matthew Lavrinets
Cynthia Segal
Vacant-1

EXECUTIVE DIRECTOR (6)
Andrew B. Fremier

Vacant-1

ADMINISTRATION & HUMAN DEVELOPMENT (23)
Director/Chief of Staff
Nalungo Conley

Raegan Carmon
Wally Charles
Brandon Crain
Ashley Gonzalez
John Kannegieser
Ky-Nam Miller
Alex Prestia
Doris Santa—Cruz
Martha Silver
Kimberly Ward
Kim Chase
Fred Castro
Chris Fong
Alita Henderson
Susan Lima
Marti Paschal
Lety Rubalcava Gomez
Judis Santos
Abbey Taunton
Vacant-4

DEPUTY EXECUTIVE DIRECTOR LOCAL GOVERNMENT SERVICES
Brad Paul

Vikrant Sood (1)

DEPUTY EXECUTIVE DIRECTOR POLICY
Alix Bockelman

DEPUTY EXECUTIVE DIRECTOR OPERATIONS
Vacant

FINANCE
Chief Financial Officer
Derek Hansel

SAN FRANCISCO ESTUARY PARTNERSHIP (15)
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Director

Ben Botkin
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Diana Fu
Susan Glendening
Sasha Harris-Lovett
Athena Honore
Elizabeth Juvera
Darcie Luce
Karen McDowell
James Muller
Heidi Nutters
Leslie Perry
Sarina Seaton
Alexandra Thomsen

BAYREN ENERGY PROGRAM (7)
Jenny Berg
Director

Cindy Chen
Fera Chandra
Ryan Jacoby
Karen Kristiansson
Jeffery Liang
Yeymi Rivas Reyes

BAY AREA REGIONAL ** COLLABORATIVE (2)

Allison Brooks
Joshua Bradt

BAY AREA HOUSING FINANCE AUTHORITY (7)
Kate Hartley
Director

Somaya Abdelgany
Ruben Anguiano
Irene Farnsworth
Beth Frankland
Barry Roeder
Vacant-1

REGIONAL PLANNING PROGRAM (48)
Matt Maloney
Director

Gillian Adams
Jose A La Torre
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Harold Brazil
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Ada Chan
Cheryl Chi
James Choe
Joshua Croff
Luis Elias
Michael Germeraad
Rachael Hartofelis
Elliot Huang
Shimon Israel
Eli Kaplan
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Michael Smith
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Yuqi Wang
Michael Ziyambi
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Felicia Alas
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Director

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Luis Barragan
Sarah Burnworth
YT Chang
Rosalynn Chongchaikit
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Henry Hammel
Stefanie Hom
Lee Huo
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Robert Rich
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Toshi Shepard-Ohta
Ingrid Supit
Nicola Szibbo
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Director

Jessica Alexis
Chris Brown
Lizette Cabie
Albert Chiu
Helise Cohn
Sylvia Cox
Eric Davis
Maureen Devlin
Mark Dinh
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Lysa Hale
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Jennifer Largaespada
Edward Meng
Sebi Osa-Idehen
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Director

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Debbie Atmaja
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Elena Federis
Benson Fu
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Tiffany Huynh
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Betty Lam
Rose Lapada Liu
July Linan
Nancy Louie
Ivan Ma
Tricia Mendoza
Gabriel Orta
Anna Pan
Allen Tam
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Director

Catherine Cam
Komal Dayal
Garvin Fu
Kyung Hee Howard
Celia Imperial
Kevin Lau
William Leung
Grace Li
Gary Louie
Winnie Lum
Nicholas Mar
Mabel Melkonians
Paul Nijjar
Jackie Suen
Ramil Tag-at
Lourdes Tang
Darren Wong
Victor Wong
Russell Yuen
Leo Zhang

Vacant-1

BUDGET & FINANCIAL PLANNING (9)
Arleicka Conley
Director

Abbey Haile
Tim McGowan
Alita Reinecker
Myles Smith
Vacant-4

DocuSigned by:
Andrew B Fremier
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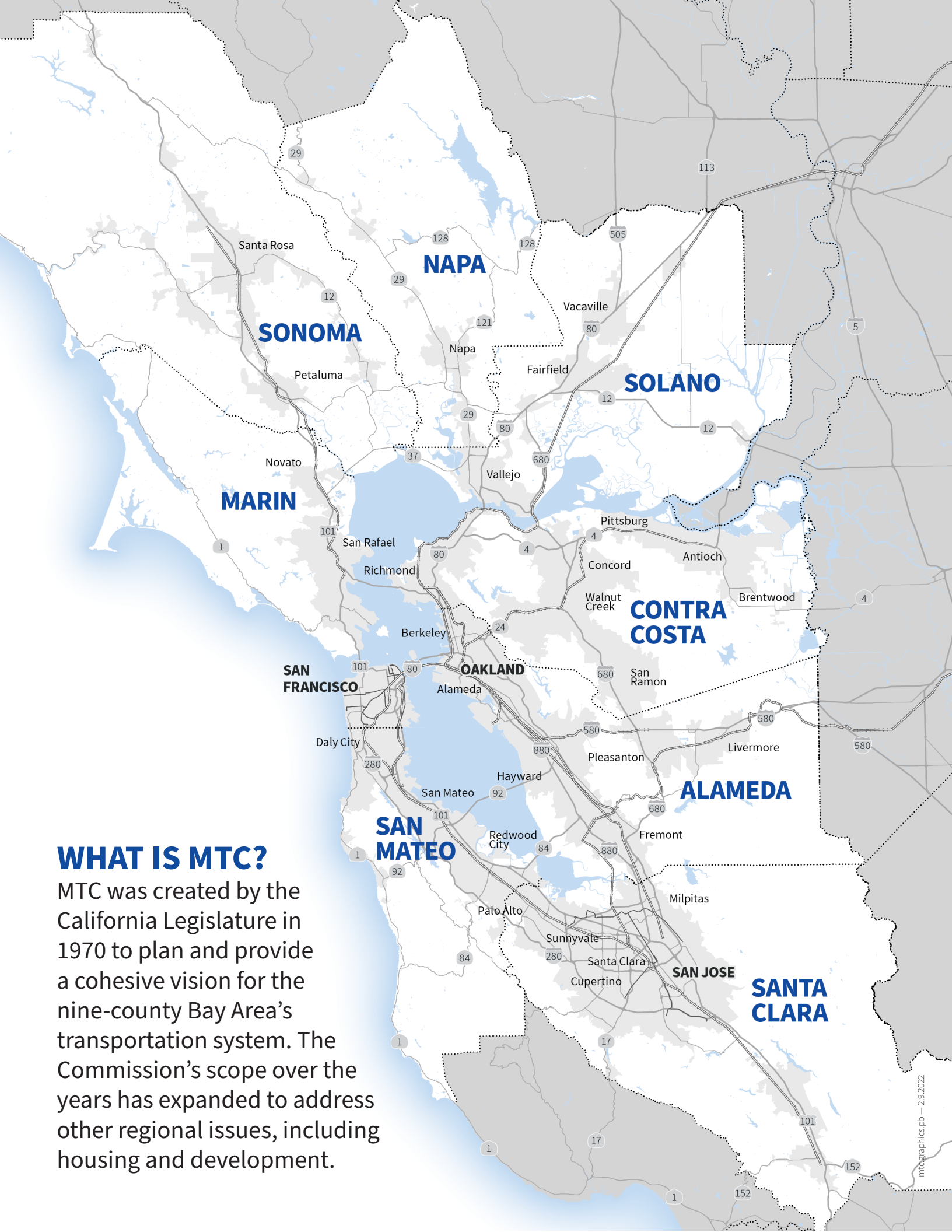
Andrew B. Fremier, Executive Director

378 FY 23 Positions (Regular, Time-limited, Tier 1, Tier 2, and Retired Annuitants)

* General Counsel advises Commission and Executive Board Directly
** BARC is a multi-agency regional board



WHAT IS MTC?

MTC was created by the California Legislature in 1970 to plan and provide a cohesive vision for the nine-county Bay Area's transportation system. The Commission's scope over the years has expanded to address other regional issues, including housing and development.

OVERALL WORK PROGRAM

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2023–2024

April 2023

Caltrans Work Elements

Goals and Objectives

The California Department of Transportation (Caltrans/Department) Work Elements support the 2020-2024 Caltrans Strategic Plan mission to provide a safe and reliable transportation network that serves all people and respects the environment and goals of 1) Safety First, 2) Cultivate Excellence, 3) Enhance and Connect the Multimodal Network, 4) Strengthen Stewardship and Drive Efficiency, 5) Lead Climate Action, and 6) Advance Equity and Livability in All Communities.

Caltrans Work Elements 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 responds to Assembly Bill 32, Senate Bill 375, and subsequent legislation. Reducing greenhouse gases (GHG) has become one of the key priorities in the transportation planning process. They also improve transportation mobility, address federal air quality criteria pollutants, and ensure that the statewide and regional transportation planning activities address Tribal, local, regional and statewide mobility and economic needs.

Another key legislation guiding state planning is Senate Bill 391, which requires the CTP to identify the integrated multimodal transportation system needed to achieve maximum feasible GHG emissions reductions. Caltrans prepared CTP 2050, 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 26 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.

Former Governor Jerry Brown signed Senate Bill 1 into law in April 2017, also known as the Road Repair and Accountability Act of 2017. This state transportation funding bill will provide roughly $50 billion in revenues 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. About half of the funding provided for each fiscal year was distributed to the MPOs on a formula basis. The formula grant funding is aimed at supporting and implementing 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 from FY 2017/18 through the FY 2019/20 funding cycles.

Furthermore, a new Climate Adaptation Planning grant program will allocate $50 million through a one-time funding cycle in FY 2022-23, which will be available to local, regional, and Tribal governments. The program will support the identification of transportation-related climate vulnerabilities by developing climate adaptation plans and project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure.

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Transportation Planning

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 state plan update, new guidelines, annual implementation progress report, 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.
To work with Caltrans programs, divisions, districts, and state partners to track progress on CTP implementation and Climate Action Plan for Transportation Infrastructure (CAPTI) alignment efforts.
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.

Tasks

Review & comment on Draft Materials.
Participate in Monthly Teleconference updates.
Share the CTP updates with the Metropolitan Transportation Commission and s other stakeholders including the Tribal Governments.
Assist HQ in coordinating HQ/District-MPO meeting (s).
Assist HQ in coordinating any public workshops held in the District in-person or virtually.

Products	**Estimated Completion Date**
CTP Implementation Element	N/A

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 to integrate plans to enhance people and freight's interregional and regional movement.
Conduct transportation corridor planning that accomplishes the following: 1). defines how a travel corridor is performing, 2). understand why a travel corridor is performing in its current/historical condition, and 3). recommend system management strategies to address issues and challenges within the context of a collaborative long-range planning vision and advance social equity and the state's climate goals.
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 the 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 the Interregional Transportation Strategic Plan (ITSP) principles into the analysis and evaluation of all state highway corridors within District 4.
Assist Program Management in coordination and presentation of information on (1) the Interregional Improvement Program (IIP) through a focused analysis of the Interregional Road System (IRRS) corridors traversing District 4, and (2) the Regional Improvement Program (RIP) and corridors defined in coordination with MTC and the CTAs.
Respond to special assignments initiated at the federal, state, regional, or local level, including developing 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, which reflects long-term System Planning priorities in the following: Transportation Concept Report (TCRs), Comprehensive Multimodal Corridor Plans (CMCPs), and other districts, local, regional, and statewide planning documents such as the District System Management Plan (DSMP) and Managed Lane System Plan (MLSP).
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.

Tasks

Develop and/or update TCRs, CMCPs, and other corridor plans for the state highway corridors in the District.
Lead the development of the MLSP, DSMP, and the accompanying Multi-Objective Non-SHOPP Transportation Equity Report (MONSTER) List.
Participate in and assist in corridor planning efforts led by partner agencies that involve state highway corridors.
Represent Caltrans through regular attendance at monthly regional coordination meetings and CTA Technical Advisory Committee meetings, engage in the planning process, and respond to partner agencies and public requests.
Lead or participate in efforts that better align proposed or planned projects with Caltrans Strategic Goals, CTP 2050 Goals, and the Climate Action Plan for Transportation Infrastructure (CAPTI) Guiding Principles.

Participate in or lead project prioritization and nomination for various federal and state funding programs, including, but not limited to, ITIP and SB 1 competitive program.
Provide assistance in the following process: (1) relinquish existing State Highway System route segments to local agencies; (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; (3) review relinquishment legislation bill proposals and advise whether to remove relinquishment authority in law descriptions for relinquished routes.
Review Caltrans documentation including, but not limited to, Project Initiation Documents, Project Reports, Caltrans Excess Land requests, and other transportation-based documents regarding System Planning issues.
Provide System Planning input on environmental reports relating to local development projects and their impacts on the State Highway System.
Participate in developing HQ's statewide plans and guidance, including but not limited to the ITSP, DSMP Guidelines, and Corridor Planning Emphasis Area Guide documents.
Cooperate with HQ to develop 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	**Estimated Completion Date**
N/A	N/A
Estimated Cost by Funding Source	**Estimated Person-Months and Cost**
Not funded through the OWP process	N/A

Work Element 6.3 – 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)/Overall Work Program Amendment (OWP/OWPA), in concert with Caltrans headquarters Office of Regional and Community 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 Titles 48 and 49 USC and CFR, 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 the development and progress of the OWP/OWPA planning activities and products.
Administer Federal FHWA PL and FTA Section 5303 formulary funds.
Monitor other federal funding awards distributed in the OWP/OWPA activities/projects.
Coordinate with HQ-ORCP and MTC staff regarding the needed changes to improve process and content in the Request for Reimbursement (RFR) and Quarterly Progress Reporting (QPR) submittals.
Continue to consult and coordinate with HQ-ORCP and FHWA/FTA to implement an early consultation process regarding MTC's preparation for next FY's OWP/OWPA.
Continue to communicate and coordinate with MTC, FTA, FHWA, and HQ-ORCP the resolutions to unresolved/recurring issues in previous OWPs.
Continue to communicate and coordinate with MTC, FTA, FHWA, and HQ-ORCP in complying with the resolutions on the recertification process conditions of approval.
Assist Planning Managers in administering 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 federal and state guidelines to MTC to develop the annual OWP.
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.
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 in a comprehensive letter to MTC.
Ensure the inclusion of all comments in the Final OWP/OWPA.
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 completing their deliverables as noted in the OWP and submit them to HQ ORCP District Liaison.
Facilitate the OWP/OWPA Coordination and Development meeting with FHWA, FTA, and Caltrans HQ-ORCP at MTC and ABAG's office building.
Provide recommended OWP/OWPA approval letter, Draft, and Final OWPs to HQ ORCP and FHWA/FTA by their

respective due dates.
Approve and send all additional OWP/OWPA documents, i.e., Amendments, Certifications, Approved Board Resolution, Certification, Assurances, etc., to ORCP HQ Liaison.
Review all RFRs to ensure expenditures are accurate for eligible activities, for delivered products, and completed per work elements in the OWP/OWPA and federal and state requirements.
Review, approve, and submit to HQ ORCP MTC's Year-End Package or Certificate of Expenditures (COE).
Assist Caltrans Work Element Managers in administrating discretionary program funds.
Monitor and administer the Caltrans Sustainable Transportation Planning Grants awarded to MTC—Sustainable Communities, the competitive and formulary awards, Strategic Partnerships, and the Adaptation Planning grants.

Products	Estimated Completion Date
Caltrans Work Elements for the OWP/OWPA annual update	February 2023
Progress reports on Caltrans OWP/OWPA activities	Quarterly
Reimbursement of CPG and Discretionary funds	Monthly/Quarterly
Participation at policy level meetings	As Needed
Amendment Approval	Periodic
Close-out packages for Discretionary funded projects	As Needed

Estimated Cost by Funding Source	Estimated Person-Months and Cost
Not funded through the OWP process	N/A

Work Element 6.4 – Local Development Review (LDR)

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 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 LDR promotes transportation choices by applying the 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. LDR programs achieve these goals by reviewing and commenting on federal, state, and local environmental documents prepared according to the National Environmental Policy Act and the California Environmental Quality Act (CEQA).

Description

LDR is a mandated ongoing collaboration between public and private stakeholders focused on reducing vehicle trips resulting from local development. Accordingly, LDR promotes transit, intercity rail passenger service, walking, and bicycling. LDR experts collaborate with stakeholders to achieve a shared vision of sustainable land use development patterns that accommodate a sufficient housing supply near population and job centers. LDR experts consult with local jurisdictions early, often provide timely and technically accurate information, and share analytical methodologies with stakeholders, including local government decision-makers.

Previous and Ongoing Related Work

LDR experts coordinate the review of environmental and technical documents for local development projects with a diverse array of experts from various disciplines; comments are collected, analyzed, and transmitted to Lead Agencies (LAs) as "CEQA letters" that identify potential impacts to state facilities. LDR experts advocate for mitigation in traffic impact fees, Transportation Demand Management programs, enhancing options for using transit, and bicycling and walking. Local Development/Inter-governmental Review experts liaise with LAs, developers, and consultants whenever possible and review encroachment permits to comply with CEQA and ensure that agreed-upon mitigation measures are implemented.

Tasks

- LDR experts engage with stakeholders, including Caltrans functional units, discipline experts, project proponents, Lead Agencies (LAs), and Congestion Transportation Agencies (CTAs), through strategic partnerships to implement the SB 743 focus on VMT, address potential safety impacts from local development and actively pursue fair share mitigation fees with local partners (***Meeting New Challenges through Teamwork***),
- Through strategic partnerships with stakeholders, including Lead Agencies, consultants, and project proponents, LDR experts collaborate on traffic analysis through early consultation, including support for establishing multimodal and regional impact fees,
- Leverage LDR 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 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 CTAs 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 by representing Caltrans on Technical Advisory Committees; develop strategic partnerships with LAs and CTAs to collaborate on land use and transportation projects affecting Caltrans,
- Engage with Headquarters and the Office of Planning and Research for training, interpreting, and implementing SB 743-mandated changes to CEQA analysis, and
- Proactively 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 documents.	Ongoing
• Documents on Tribal government-to-government relations	Ongoing

Estimated cost by funding source	**Estimated Person-Months and Cost**
Not funded through the OWP process	N/A

Work Element 6.5 – 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 principal activity for this work element is the preparation and delivery of Project Initiation Documents (PIDs) in an appropriate form, including Project Initiation Report (PIR) as well as Project Study Report – Project Development Support (PSR-PDS). PIDs study the proposed projects, including the following tasks:

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

Previous and Ongoing Related Work

Implement guidance and requirements of SB 45 and AB 1477.
Work in partnership with appropriate regional and local agencies (including Tribal Governments) on designated projects needed on the state or regional transportation systems.
Prepare or oversee the development of PIDs for proposed projects that are in the following: 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 for transportation improvement funding, and other funding sources/programs.
Implement the updated guidance to streamline the PID process of local funded projects on state facilities.
Implement the updated PID guidance to streamline the process of State Highway Operations and Protection Program (SHOPP) projects.
Implement Deputy Directives such as DD-064-R2 for Complete Streets.
Prepare PIDs for projects currently listed in the 10-Year SHOPP Plan.

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. Implement Complete Streets Decision Document and Vehicle Mile Traveled Decision Document processes when appropriate.

Products	Estimated Completion
New projects and special studies are subject to priorities and resources provided for those specific purposes	Ongoing

Estimated Cost by Funding Source	Estimated Person-Months and Cost
Not funded through the OWP process	N/A

Work Element 6.6 – 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 coordinate with the District's Native American Coordinators.
Partner/formulate with MTC on best practices for Tribal Government inclusion into the region's transportation planning process.
Coordinate, consult with, and involve Tribal Governments.
Share with the Tribes funding and training opportunities and federal and state initiatives.
Respond promptly to requests from Tribes and coordinate with appropriate internal functional units in the response.
Engage in early involvement with Tribal Governments in the transportation planning process.

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), Caltrans Director Policy 19 (August 2001), Executive Order N-15-19 (September 2020), and AB 923 (September 2022) provide the foundation for working with the California Tribes and communities.
Provide liaison staff to implement the following: implement state and federal laws and directives that are sensitive to the Native American interests, encourage active participation by Tribal Governments, non-federally recognized tribal representatives, and Native American organizations, groups, and individuals in developing implementing transportation plans and projects.

Previous and Ongoing Related Work

District general consultation with Tribal governments.
Provide Tribal Governments and Native American communities with relevant transportation planning guidelines and information to Tribes and Tribal community-based organizations.
Assist in developing 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.
Attend meetings and coordinate with Native American Tribal Government.
Provided a conduit to address the Tribal Government regarding the assessment, cleanup, and repairs of areas damaged by the continued storm and flooding. Tribal Government expressed concerns about the flooding and potential damage to properties of religious and cultural significance. The Tribe wants to be a Tribal monitor for the entire work process within their sacred and cultural sites.

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

Improve and continue working relationships and communication between the Department/District and local Native

American Tribal governments, community-based organizations, groups, and individuals.
Documentation of Tribal government-to-government relations.

Estimated Cost by Funding Source	Estimated Completion Date
Not funded through OWP process	Ongoing

Work Element 6.7 – Equity, Justice, and Public Engagement

Objectives

To demonstrate the principles of equity, 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 seek innovative solutions to transportation issues, problems, and constraints.
To promote greater public involvement of community groups and 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) leaders in transportation decisions and context-sensitive planning. Also, prevent or mitigate disproportionate, adverse impacts of transportation projects while improving mobility, access, and quality of life for diverse communities.

Description

Caltrans supports equity in compliance with the Federal Transportation Planning goals under Title 23, U.S. Code, and Section 134, consistent with federal orders (Executive Orders 12898, 13985, and 14008, 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 equitably expand transportation choices 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.

Tasks

Interface with the MTC, local agencies, Native American Tribal Governments, private and non-profit organizations, community-based organizations, and transit agencies to address Equity, Environmental Justice, Smart Growth, and Livable Communities issues.
Coordinate with the MTC regarding the inclusion of the equity priority community needs into the **region's transportation** planning and programming processes.
Coordinate with Caltrans Headquarters regarding Equity, Environmental Justice, Smart Growth, Livable Communities, and Public Participation concepts and policies.
Coordinate the participation of other Department functional units as appropriate.
Conduct outreach efforts to equity priority communities 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.

Caltrans Planning Public Engagement Contract Efforts

The sixth Caltrans Statewide Planning Public Engagement Contract was awarded in October 2022. Under this $1.9 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.

Estimated Cost by Funding Source	Estimated Person-Months and Cost
Not funded through the OWP process	N/A

Work Element 6.8 – Community Planning

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 promotes balanced transportation investments, economic prosperity, community livability, and environmental protection.

Tasks

- Coordinate with Caltrans Headquarters to organize an annual grant application solicitation cycle for the Caltrans Transportation Planning Grant Program. Provide feedback to agencies interested in vying for Sustainable Transportation Planning grants and evaluate applications received.
- Coordinate with Caltrans Headquarters regarding context-sensitive solutions, 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 comment on reducing regional vehicle miles traveled and improving 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 or usage of the Headquarters Planning Public Engagement Contract services.

<u>Caltrans Sustainable Transportation Planning Grant Program</u>

The Caltrans Sustainable 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 following multimodal transportation system: mobility needs of environmental justice and equity priority 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.

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

Work Element 6.9 – Pedestrian Coordination

Objectives

Improve pedestrian safety, access, and mobility on and across Caltrans facilities.
Engage external and internal stakeholders in developing Caltrans pedestrian policies, guidance, best practices, and project design. Provide input on Caltrans corridor and project planning and design concerning 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. Also, The District Planning staff works with Headquarters staff on tasks associated with the Complete Streets Implementation Action Plan. It meaningfully involves 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 in project development teams; and provided comments on projects regarding pedestrian needs and in support of walkable communities.
The District participated in meetings with local agencies regarding pedestrian design and operational issues at the conceptual development phase of various projects on the State Highway System.
Planning staff supported the District 4 Pedestrian Advisory Committee, which consists of stakeholders from Bay Area public agencies and local communities. Furthermore, District planning staff coordinated Committee meetings where Caltrans projects, policies, guidance, and standards were reviewed and provided comments.
The District coordinates continuously with Caltrans Headquarters regarding Complete Streets implementation and related guidance development and revisions.
Initiate project proposals for potential funding from the Active Transportation Program and other programs.
Implement the completed (2021) Caltrans District 4 Pedestrian Plan, identifying and prioritizing 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

Work Element 6.10 – Bicycle Planning and Coordination

Objectives

Improve bicycle safety, access, and mobility on and across Caltrans facilities. Engage external and internal stakeholders in developing 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, Caltrans district functional units, and Headquarters staff work to improve bicycle access and safety on state highways. The combined effort is accomplished through the following: 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 implementing 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, design documents, Caltrans standards, guidance, and procedures as they affect bicycle travel.
Provided input and share information regarding:

- existing roadway deficiencies and needed bicycle safety upgrades.
- new policies and revisions were about bicyclists.

Planning staff coordinated quarterly meetings of the Caltrans District 4 Bicycle Advisory Committee, consisting of Bay Area transportation agencies and advocacy groups. The committee's role is to review Caltrans projects and policies to improve bicycle safety, mobility, and access on and across the State Highway System.
Planning staff 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 bicyclists' safety and mobility needs on the State Highway System in District 4.

Tasks

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

Products	Estimated Completion Date
Review and provide input on planning and design-level documents	Ongoing
Coordinate District 4 Bicycle Advisory Committee	Quarterly
Caltrans District 4 Bike Plan Update	Spring 2024

Estimated Cost by Funding Source	Estimated Person Month & Cost
Not funded through OWP process	N/A

Work Element 6.11 – 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 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. Precisely, 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.
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 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 partnerships with other agencies to promote and enhance strategies that encourage alternative modes of transportation.

Previous Related Work

Caltrans coordinated with the Capitol Corridor on planning a new station at the Ardenwood Park-and-Ride lot in the City of Fremont. Coordinating the Caltrans Bay Area Mobility Hub Concept Study will lead to three potential mobility hub facilities in District 4. We also coordinated with the Caltrans Bay Area Transit Plan to lead to a comprehensive District 4 approach for transit-supportive infrastructure on the SHS. During the previous fiscal year, Caltrans Division of Rail and Mass Transportation has worked with MTC and the San Joaquin Regional Rail Commission to advance the second phase of the Southern Alameda County Integrated Rail Study, including coordination with the 2022 State Rail Plan update.

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 in 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 in PDTs for projects with P&R components.

Estimated cost by Funding Source	Estimated Person-Months and Cost
Not funded through the OWP process	N/A

Work Element 6.12 – 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, national, regional, and local movement of freight. The Freight Planning and Coordination Branch considers all modes of freight transport, including trucking, rail, aviation, and maritime travel, as well as access to and from Bay Area seaports, airports, intermodal, and warehouse facilities. The Freight Planning and Coordination Branch represents the District through cooperation and coordination with federal, state, regional, county, and local partner agencies 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 commodities through the state's multimodal transportation system. All freight modes and intermodal connections are considered in the ongoing effort to facilitate efficient, sustainable, and equitable movements of freight to and through the region.

The Branch works closely with Caltrans Headquarters, including the Division of Freight and Goods Movement within the Division of Transportation Planning, the Division of Research, Innovation and System Information, the Division of Aeronautics, the Division of Rail and Mass Transportation, and the Division of Traffic Operations. The Branch also coordinates with external governmental agencies such as FHWA, USMARAD, CalSTA, regional/local agencies, seaports, airports, trucking, private industry, and the public to improve the performance of the multimodal freight system.

Tasks

- Maintain a district liaison role by attending various federal, state, regional, and local agency committees focused on improving freight movement.
- Facilitate district contract oversight and coordination for freight-focused transportation planning studies.
- Coordinate Freight Planning and Coordination Branch involvement in discretionary grant funding programs relating to the Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL) and California Senate Bill 1 – Trade Corridor Enhancement Program.
- Provide support and oversight for developing Comprehensive Multimodal Corridor Plans (CMCP) and Transportation Concept Reports (TCR).
- Review and coordinate internal and external project development documents for freight system consideration and include Local Development (LD) reviews and various reports relating to project development.

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 6.13 – Transportation Conformity and Air Quality Planning

Objectives

Participate in developing 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 USC 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 the following:

1). how the transportation activities in the RTP and TIP will not cause new air quality violations;
2). worsen existing violations; or
3). delay timely attainment of the national ambient air quality standards.

Transportation conformity ensures that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals were given to highway and public transportation activities 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 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 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 specific criteria for projects of air quality concern.

Previous and Ongoing Related Work

Reviewed Transportation Air Quality Conformity Analysis for the Transportation 2050 Plan and 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 to prepare the PM2.5 State Implementation Plan.
Work with Department project sponsors in developing and submitting PM2.5 Hot Spot Analysis Project Assessment forms for Transportation Air Quality Conformity Task Force consideration.
Participate with HQ, CARB, BAAQMD, and other state and federal agencies on state air quarterly planning issues

as needed.

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

Estimated Cost by Funding Source	Estimated Person-Months and Cost
Not funded through the OWP process	N/A

Work Element 6.14 – Climate Change Adaptation Planning

Objectives

Caltrans District 4 coordinates with the Climate Change Branch in the Caltrans Headquarters Division of Transportation Planning and partner agencies in the region to accomplish the following: 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; further, the Bay Area's climate protection goals, improve our region's air quality and public health, and prepare for sea-level rise.

Description

The Global Warming Solution Act of 2006 created 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 the 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.
Governor Schwarzenegger's 2008 Executive Order (EO) S-13-08 directed state agencies to plan for sea-level rise and climate impacts, calling for enhancements to the state's management of climate impacts from sea level rise, increased temperatures, shifting precipitation, and extreme weather events.
Climate change is expected to significantly affect the Bay Area's public health, air quality, and transportation infrastructure through sea-level rise and increasingly frequent and extreme weather. In the Bay Area, the single largest source of GHG emissions is fossil fuel consumption in the transportation sector. The transportation sector, mainly emissions from cars, trucks, buses, trains, and ferries, contribute over 40 percent of total GHG emissions in the region. California Executive Order (EO) B-30-15 (2015) directs state agencies to integrate current and future climate conditions into all planning and investment decisions. AB-1482 Climate Adaptation (2015) requires all state agencies and Departments to prepare for climate change impacts.

Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) jointly adopted Plan Bay Area 2050 in October 2021. As required under SB 375, this Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) lays out how land use and transportation can work together to reduce GHG emissions. Within this context, this plan will help develop innovative strategies and evaluate strategy effectiveness for reducing GHG emissions and informing the development of the SCS for the 9-county Bay Area region.
In September 2010, Caltrans District 4, in partnership with the San Francisco Bay Conservation and Development Commission (BCDC) and Metropolitan Transportation Commission (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. Caltrans, MTC, and BCDC completed the final report 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 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. An update to this guidance is underway. In 2013, Caltrans District 4, in partnership with BCDC, MTC, and BART, was awarded a $300,000 FHWA grant

funding a study titled "Climate Change and Extreme Weather Adaptation Options for Transportation Assets in the Bay Area." Caltrans, BCDC, and MTC completed the study in December 2014. In 2017, Caltrans released the District 4 Climate Change Vulnerability Assessment. The Summary Report provides a high-level review of potential climate impacts on the State Highway System. At the same time, the Technical Reports present detail on the technical processes used to identify these impacts. Released in 2020, the Caltrans District 4 Adaptation Prioritization Report was the next phase in addressing climate change after the Vulnerability Assessment was completed. This report prioritizes District 4 assets exposed to climate hazards through a detailed asset-level climate assessment. The climate hazards used in this report's prioritization methodology are as follows: temperature, riverine flooding, wildfire, sea-level rise, storm surge, and cliff retreat. This report's physical asset categories include bridges, large culverts, small culverts, and roadways.

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 vulnerable areas and lays out a pathway to plan for the future. The study was a collaborative effort between BCDC, MTC, and BARC. It was funded by a Caltrans Sustainable Transportation Planning Grant and supplemented with funding provided by the Bay Area Toll Authority.

Adopted in October 2021 after years of intensive consensus-building and robust community outreach, BCDC's Bay Adapt Joint Platform is a consensus-based strategy comprised of 9 actions and 21 tasks that will protect people and the natural and built environment from sea level rise. Rather than specifying individual projects, the Joint Platform lays out regional strategies that focus on overcoming barriers and identifying factors for successful adaptation outcomes in the Bay Area region rather than specifying individual projects. In 2022, MTC/ABAG held regular workshops to explore regional funding needs and various discussions to better inventory state and federal funding landscapes, an effort took on by the Sea Level Rise Adaptation Funding & Investment Framework Technical Advisory Group.

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 the FHWA-funded Adaptation Options Study.
Caltrans completed the District 4 Climate Change Vulnerability Assessment.
Caltrans completed the District 4 Adaptation Priorities Report.
BCDC, MTC, and BARC completed the ART Bay Area Study.
BCDC adopted the Bay Adapt Joint Platform.
Bay Area Regional Collaborative (BARC) Shared Work Plan and regular coordination meetings.
MTC/ABAG Sea Level Rise Adaptation Funding & Investment Framework Technical Advisory Group.
BCDC Sea Level Rise Project Database and CBO Directory.

Tasks

Staff will continue monitoring and providing 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 per the May 16, 2011, guidance and as needed. The District will utilize the best and most current sea-level rise science, including the projections from the 2018 Ocean Protection Council’s Sea Level Rise Guidance for State Agencies.

Staff will remain engaged with BCDC in continued implementation efforts related to Adapting to Rising Tides projects, the ART Bay Area Study, and the Bay Adapt Joint Platform.
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 Bay Area Report	Complete
BCDC BayAdapt Joint Platform	Complete
Regional Shoreline Adaptation Plan Advisory Group	May 2024
BCDC ART Bay Area Adapting to Rising Tides Program	Complete

Estimated Cost by Funding Source	Estimated Person-Months and Cost
Not funded through the OWP process	N/A

Caltrans Adaptation Planning Grants

Studies awarded under the Adaptation Planning Grant Program during FY 18/19 are listed on District 4 SB-1 Adaptation Planning Grants intranet page. 14 out of 16 Cycle 2 SB-1 Adaptation Planning grants have been completed, and final ICARP summary reports have been submitted. Two remaining studies, MTC's SR-37 Resilient Corridor Program for Marin and Sonoma Counties and the Town of Windsor's Adaptation Plan, concluded in February 2022. For FY 23/24, the Caltrans SB1 Sustainable Transportation Planning Grant Program is receiving a one-time infusion of $50 million in competitive funding available statewide. This new Climate Adaptation Planning Grant funding is available to support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans and project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure. A Caltrans Grant Open House Kickoff Meeting was held in January 2023, applications are due March 9, 2023, and funding award announcements will be made in Summer 2023.

Caltrans SB1 Sustainable Transportation Planning Grants internet page:

https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants

District 4 SB-1 Legacy Adaptation Planning Grants intranet page: https://transplanning.onramp.dot.ca.gov/district-4

Appendix C.

Transit Funding and Programs

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

Products	Estimated Completion Date
CTC allocation requests	Ongoing
Master Agreements and Program Supplements	Ongoing
Auditable records of all disbursements made	Ongoing

Estimated Cost by Funding Source	Estimated Person Months and Cost
Not funded through the OWP process.	N/A

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

Objective

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

Description

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

Previous and Ongoing Work

Administer and monitor the FTA Section 5311 grant program.

Tasks

District 4 served as the liaison between the 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 promptly. 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 a comprehensive list of semi-annual Disadvantaged Business Enterprise (D.B.E.) Utilization data and provided 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 the following: procurement and asset management compliance, disposition of assets, maintenance procedures, school bus, charter bus, A.D.A., Title VI, Drug and Alcohol, Fixed Route Paratransit, and Demand Response Services (use forms from BlackCat).
Review agency websites to ensure F.T.A. 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

Planning staff aims to improve transportation access and services in non-urbanized areas by purchasing specialized vehicles, constructing transit shelters and station facilities, and providing 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 the mobility options of travelers and increases person throughput through the transportation system. These facilities support reduced vehicle trips, energy consumption, congestion and improve air quality.

Description

The District 4 Park-and-Ride Program seeks to accomplish the following: manages the operations at Caltrans park-and-ride lots, guides proposed improvements and appropriate planning and development of additional facilities. 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 in 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.
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.
Staff 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 address safety/security issues at facilities.
Coordinate maintenance and assign bicycle lockers at Caltrans park-and-ride lots.

Products	Estimated Completion Date
Annual Census Report	Ongoing
Annual Program Inventory	Ongoing

Estimated Cost by Funding Source	Estimated Person Months and Cost
Not funded through OWP process	N/A

Highway Management

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 the incident and recurring congestion.

Description

The TOS is a management tool intended to improve the operation of the highway system by optimizing the 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 restore highway capacity promptly.
6.

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).
Assist in data retrieval and support for the 511 Program.
Provide facilities management support to the 511 Program.
Operate ramp metering systems.

Products	Estimated Completion Date
TOS projects in nine counties and seven toll bridges	Ongoing
Operate ramp metering system	Ongoing

Estimated Cost by Funding Source	Estimated Person Months and Cost
Not funded through OWP process	N/A

Work Element 8.2 – Freeway Service Patrol

Objectives

Together, Caltrans, the California Highway Patrol (CHP), and the MTC Service Authority for Freeways and Expressways (MTC SAFE) developed the Freeway Service Patrol (FSP) program on Bay Area Freeways in 1992. The FSPs assist in transportation system management efforts, provide traffic congestion relief, reduce traffic accidents, and expedite the removal of freeway impediments, which improves air quality.

Description

The Freeway Service Patrol (FSP) is a free service to the public, providing emergency towing and assistance to help keep critical routes flowing smoothly. The Bay Area FSP was initiated in August 1992, with three tow trucks servicing 10 miles of freeways. Caltrans, CHP, and MTC modified the Bay Area FSP program at the following times:

Caltrans 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.

In 1999 FSP service expanded to 63 trucks covering over 332 miles.

In 2001 the FSP program increased the existing fleet to 70 tow trucks covering 390 miles of freeway.

In 2002-03 the FSP expanded to 83 trucks and 454 freeway miles.

In 2011-12 the FSP expanded to 85 trucks and 530 miles. In 2012-13 the FSP will reduce the number of trucks to 79 and expand to 541 miles.

In 2014-18 the FSP will reduce the number of trucks to 72 and 500 miles. In 2019-23 the FSP expanded the number of trucks to 78 and 575 miles with SB1 funds.

Previous and Ongoing Related Work

Continue improvement of communication system and incident reporting system for tow trucks, CHP dispatchers, and other emergency services.
The District integrates 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 service levels.
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 truck 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 troubleshooting.

Assist in evaluating 13 Tow Service contracts (Request for Proposals) for 2025.

Assist in evaluating the replacement automatic vehicle locator and Mobile Data Tablet subsystem.

Assist in the evaluation of the FSP telecommunication system and management reporting system.

Develop a strategy on how to service electric vehicles.

Products	**Estimated Completion Date**
Collect and report statistical data on the Number of, location, and type of assists and services	Monthly
Rating average time waiting for FSP to arrive.	Monthly

Estimated Cost by Funding Source	**Estimated Person Months and Cost**
Not funded through OWP process	N/A

Work Element 8.3 – SMART Corridor Project

Objectives

The District assists local and regional SMART Corridors (in Silicon Valley SMART Corridor, East Bay SMART Corridor, SFGo, San Mateo SMART Corridor, and I-580 SMART Corridor) in enhancing cooperation, improving traffic flow, managing incident-related traffic, and reducing single-occupant vehicle (SOV) demand.

Description

The SMART Corridor agencies are developing solutions to improve traffic conditions in critical Bay Area corridors and achieve the following 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

The SMART Corridor agencies are developing solutions to improve traffic conditions in critical Bay Area corridors and achieve the following objectives: several options are being developed, including real-time traffic surveillance and data collection, signal coordination, transit, and HOV improvements.
The District participates in the Fremont-Milpitas SMART corridor project.
Participation in SV-ITS Enhancement project.
Coordination with the City of San Francisco on the SFGo project. East Bay Smart Corridor-monitor construction in San Pablo and International Blvd./Hesperian corridors
Participate in the development of the I-580 Tri-Valley Smart Corridor
Participation in San Mateo SMART Corridor project.

Tasks

Attend steering committee meetings.
Provide existing traffic and TOS information

Products	Estimated Completion Date
Silicon Valley Smart Corridor Phases 1, 2 and 3	Completed
East Bay SMART Corridor construction on State Highway	Completed and on-going
Operation of field equipment and links between local agencies and Caltrans TMC	Pending resolution of security issues
Implementation of ramp metering in Corridors	Ongoing

Estimated Cost by Funding Source		Estimated Person Months and Cost
Not funded through OWP process	N/A	

Data Analysis

Work Element 9.1 – Regional Modeling Coordination Study

Objectives

The Districts Regional Modeling Coordination aims to accomplish the following:

- Improve the Bay Area travel demand modeling.
- Coordinate county models with bay area models.
- Integrate American Community Survey data into the 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.

They are currently coordinating regional efforts to comply with SB 375, SB 743, and other recent greenhouse gas legislation. 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 various ongoing issues.

Current Tasks

Discuss how Sustainable Community Strategies will be modeled.

Discuss how Sustainable Community Strategies will be modeled.

Discuss forecasting methods to meet SB 743 requirements.

Discuss forecasting methods to meet SB 743 requirements.

Continue coordinating existing County Models with the 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.

The Regional Modeling Group is working on Best Practices Manual for Travel Demand Forecasting.

Products	**Estimated Completion Date**
Travel Demand Model for Sustainable Community Strategy Land Use	Ongoing

Estimated Cost by Funding Source	**Estimated Person-Months and Cost**
Not funded through the OWP process	N/A

Work Element 9.2 – Data Management and Coordination Activities

Objectives

Develop, collect, and maintain spatially enabled data sets that support a wide array of analytical capabilities to facilitate timely and effective decision-making throughout all aspects of the Department's activities, including Planning, Design, Project Management, Operations, and Maintenance.
Develop, collect, and maintain spatially enabled data sets that support Department activities and allow effective communication and data-sharing opportunities with key regional, state, and federal stakeholders.

Description

Federal, state, regional, and local governments are keen to implement an effective and efficient transportation system. The Department's data and analysis tools developed and maintained 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 Geographic Information System (GIS) is current and relevant.

The Department develops and maintains vast amounts of geospatial data in a GIS format. Still, most of the data is not easily accessible to staff and management in its current format. The Department strives to make geospatial data available in various formats readily available to staff 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 Enterprise Data Steward Committee, and District GIS User Group meetings.
Participate in external GIS coordination meetings, including BayGEO, the SF Bay Area GIS User Group, and local GIS Day activities.
Work with HQ Office of GIS on developing and implementing geospatial platforms that facilitate access to spatial data and data sharing.

Tasks

Enhance and maintain files in a geospatial data library.
Convert GIS-formatted data on Google Earth/Maps, Microstation, CADD, and web-based mapping 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 programs.
The District collaborates with the appropriate HQs functional units and partner agencies to review and process Functional Classification change requests.

Products	Estimated Completion Date
GIS data library	Complete – Ongoing Maintenance
Google Earth data layer and Imagery library	Complete – Ongoing Maintenance
Develop and Maintain Web Map Services	Ongoing
County STIP/SHOPP Project Location Maps	Ongoing
Corridor Planning Maps	Ongoing
SB 1 Maps	Ongoing
Functional Classification Changes/Updates	Ongoing

Estimated Cost by Funding Source	Estimated Person-Months and Cost
Not funded through the OWP process	N/A

Work Element 9.3 - Transportation Monitoring

Objectives

Collect and analyze data on the performance of the transportation system. The District uses this information in the transportation planning effort to develop transportation improvements.

Description

The transportation monitoring effort conducts traffic volume counts and monitors 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 sets for project-related documents such as project reports and environmental documents.
Develop baseline data for modeling and forecasting.
Determine usage, violation rates, and vehicle occupancy rates on state highways with managed lanes.
Determine the magnitude of congestion and delay trends on state highways

Tasks

Obtain counts from 13 Permanent Count Stations in the District to provide continuous counts each day for the entire year.
Count approximately one-third of the 376 Control Stations in the District four times each year for one week.
Count approximately one-third of the 3091 Ramp Count Locations in the District one time, each year for one week (those counted are on the routes where the Control Station counts are made for that year). Only if resources allow
Count approximately one-third of the 521 Profile Point Locations in the District for one week each year (profile points locations are located between control stations and are scheduled to be counted along with their respective stations) only if resources allow.
Conduct counts at 1/3 of the District's 543 truck classification locations each year, only if resources allow.
Monitor and manage all District mainline managed lanes and toll bridges. Collect vehicle volumes, vehicle occupancy, travel time, and time savings data at least as resources allow.
Monitor all District freeways and collect data on congestion delays, duration, and length of congestion as resources are available.

Products	Estimated Completion Date
Annual Managed Lane Report	Ongoing
Quarterly 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

OVERALL WORK PROGRAM

METROPOLITAN TRANSPORTATION COMMISSION

FY 2023–2024

APRIL 2023

Work Elements Funded by the Consolidated Planning Grant (CPG)

FY 2023–2024

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

Project Manager: John Goodwin/Leslie Lara-Enríquez

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 2,325,498		
Benefits	988,337		
Indirect	1,656,917		
Consultants	1,737,750		
Total Expenses	**$ 6,708,502**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Transit Administration (FTA) 5303 (FY 2022-23)(Carryover)		$ 1,944,996		
Toll Credit Match	223,091			
Federal Transit Administration (FTA) 5303 (FY 2023-24)		143,430		
Toll Credit Match	16,451			
Bay Area Infrastructure Financing Authority (BAIFA)		50,000		
Bay Area Toll Authority (BATA) Regional Measure 2		460,000		
Bay Area Toll Authority (BATA) Reimbursement		384,875		
General Fund		3,725,200		
Total Revenues		**$ 6,708,502**	**$**	**$**

Federal Share **31.13%**

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

MTC's public engagement program aims to give the public ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and to provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission's own internal procedures. MTC's engagement is guided by the agency's Public Participation Plan.

Federal law requires MTC — when developing the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) — to engage in a planning process that creates opportunities for public involvement, participation and consultation. State statutes also require MTC 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. State law also requires MTC to prepare a separate Public Participation Plan for the development of the RTP and Sustainable Communities Strategy (SCS).

As required, MTC conducts engagement and government-to-government consultation with Tribal governments of the federally recognized Native American Tribes of the nine-county San Francisco Bay Area, as well as the California Native American Tribes (not federally recognized) with connections to the lands that make up the nine-county San Francisco Bay Area. MTC staff routinely invites each of the six federally recognized Native American Tribes in the San Francisco Bay Area to participate in separate and individual government-to-government consultations as each Tribe is considered independent and separate, and any and all interactions with each Tribe happen at a level determined appropriate by Tribal leaders and their staff.

In addition to individual and separate government-to-government consultations, MTC staff also organizes Tribal Summits with the six federally recognized Tribes at a location that is convenient for the Tribes. The summit serves as a forum that brings together the Bay Area's local and regional agencies — as well as Caltrans District 4 — to facilitate access by the Tribes to all the relevant agencies in one place. MTC's 2023 update of its Public Participation Plan will include documented concurrences from affected Tribal governments and will continue to separately detail the unique requirements of tribal consultation.

C. Project Products

Public Engagement

- Plan Bay Area 2050+ engagement program and website
- Next Generation Freeway Study public engagement program
- Virtual and in-person public meetings, workshops and regional forums, as needed
- Implement engagement activities of the Spare the Air Youth and Bike to Wherever/Work Day programs.
- 2023 Public Participation Plan for the San Francisco Bay Area

Public Information

- *The Bay Link* blog providing regular news updates from MTC and the Association of Bay Area Governments
- *The Bay Link* Weekly Digest: weekly email newsletter
- All Aboard Bay Area Transit campaign digital and out-of-home assets
- *MTC Briefing* — MTC's monthly electronic newsletter
- Commissioner newsletters
- Press releases, media advisories, website news stories, etc.
- E-mail blasts and notifications; contact database maintenance
- Brochures, postcards and other collateral, as needed
- Website updates
- Videos and social media content; primarily Facebook, Twitter, Instagram and YouTube
- Translations

D. Previous Accomplishments and Links to Relevant Products

Public Engagement

- Completion of Round 1 of Next Generation Bay Area Freeways Study public engagement program

- Completion of the 2023 Public Participation Plan
- Implementation of engagement activities for the Spare the Air Youth and Bike to Wherever/Work Day programs

Public Information

- Establishment and implementation of a digital communications and engagement program
- Continued updates to MTC website to improve user experience for those who navigate with assistive technologies, visit site on a mobile device or read languages other than English
- Creation and promotion of the All Aboard Bay Area Transit campaign (https://allaboardbayarea.com/)
- Establishment of the Bay Trail social media strategy
- Creation and implementation of digital campaign to recruit youth to participate in the Norman Mineta Bay Area Summer Academy
- Support public awareness and adoption of Clipper mobile payment app with social media promotion

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Implement Rounds 1 and 2 of Plan Bay Area 2050+ Public Engagement	Staff & Consultant (TBD)	Plan Bay Area 2050+ Engagement Program	FTA 5303/ BATA RM 2/General Fund	07/01/23	06/30/24
2	Complete Round 2 of engagement on Next Generation Bay Area Freeways Study (once)	Staff & Consultant (TBD)	Finalize implementation of work plan for study's public engagement efforts (ongoing)	FTA 5303/ BATA RM 2/General Fund	Ongoing from previous FY	09/30/23
3	Support implementation of Spare the Air Youth and Bike to Wherever Day engagement activities	Staff & Consultant (Alta Planning + Design; Silicon Valley Bike Coalition)	Follow prepared work plan for program engagement activities (ongoing)	FTA 5303/ BATA RM 2/General Fund	Ongoing	Ongoing

F. Anticipated Future Activities (FY 2024-25)

- Conduct Rounds 1 and 2 of public engagement for Plan Bay Area 2050+, including engagement with the Bay Area's federally recognized Tribal governments. As always, MTC will continue to proactively invite the Tribes to conduct government-to-government consultation during key phases of engagement on the next iteration of Plan Bay Area, as well as on other key initiatives (e.g., the Next Generation Bay Area Freeways Study), and regional planning and programming processes.
- Complete Round 2 of public engagement for the Next Generation Bay area Freeways Study.
- Expand development and distribution of social media and video content in Spanish and Chinese as well as English.
- Continue to implement engagement activities of Spare the Air Youth and Bike to Wherever Day programs.
- Ongoing public information activities, as needed, including, but not limited to, distribution of newsletters and

press releases, collateral development, press events, translations, etc.
- Support communications for all agency activities.

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1113: Support the Partnership Board

Project Manager: John Saelee/Alfredo Balderamos

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 497,717		
Benefits	211,530		
Indirect	354,623		
Total Expenses	**$ 1,063,870**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		$ 293,699		
Toll Credit Match	33,687			
General Fund		770,171		
Total Revenues		**$ 1,063,870**	**$**	**$**

Federal Share **27.61%**

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

B. Project Description

Objectives

- Facilitate regional coordination of planning and programming issues with federal, state, regional and local agencies and transportation stakeholders.
- Consult with the Bay Area Partnership Board and its subcommittees as needed on prospective regional policy issues.

Description

Following Committees:

- Partnership Technical Advisory Committee
- Programming and Delivery Working Group
- Transit Finance Working Group
- Local Streets and Roads Working Group

C. Project Products

- Meeting agendas, packets, and post-meeting mailouts
- Meeting minutes
- Emails and other communications on important items, dates and programs

D. Previous Accomplishments and Links to Relevant Products

Met with Partnership and subcommittees on:

- Plan Bay Area 2050
- One Bay Area Grant (OBAG) Program
- Goods Movement Investment Strategy
- New and Ongoing State Programs including those created by Senate Bill 1
- 2022 Regional Transportation Improvement Program (RTIP)
- Performance metrics and targets
- Transit Sustainability Project
- Fund Programming and Project Delivery
- Fare Integration and Seamless Mobility
- 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 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Conduct Partnership Board Meetings	Staff	Meetings, as needed	FHWA PL/ General Fund	07/01/23	06/30/24
2	Conduct Partnership Technical Advisory Committee Meetings	Staff	Up to 3-4 meetings per year. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/23	06/30/24

3	Conduct Programming and Delivery Working Group Meetings (May be Joint Meeting with Local Streets and Roads Working Group, see Task 6)	Staff	Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/23	06/30/24
4	Conduct Transit Finance Working Group Meetings	Staff	Monthly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/23	06/30/24
5	Conduct Local Streets and Roads Working Group Meetings (May be Joint Meeting with Programming and Delivery Working Group, see Task 6)	Staff	Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/23	06/30/24
6	Conduct Joint Local Streets and Roads/ Programming and Delivery Working Group Meetings	Staff	Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- One Bay Area Grant implementation and updates
- 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; State Grants
- Implementation of IIJA/BIL
- Other transportation funding/program development

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

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

Project Manager: Chirag Rabari

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 1,357,222		
Benefits	576,819		
Indirect	967,020		
Consultants	6,962,079		
Total Expenses	**$ 9,863,140**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		$ 648,657		
Toll Credit Match	74,401			
Federal Transit Administration (FTA) 5303 (FY 2023-24)		100,000		
Toll Credit Match	11,470			
Surface Transportation Block Grant (STBG)		4,067,092		
Toll Credit Match	466,495			
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)		199,987		
Local Match - General Fund		25,910		
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)		917,900		
Local Match - General Fund		118,924		
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2023-24)		1,521,268		
Local Match - General Fund		197,096		
General Fund		2,066,306		
Total Revenues		**$ 9,863,140**	**$**	**$**

Federal Share **48.83%**

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

Plan Bay Area is the long-range fiscally constrained regional plan for transportation, housing, the economy and the environment, updated every four years. Developed in compliance with federal and state regulations and guidelines, it satisfies Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) requirements for the nine-county San Francisco Bay Area.

A joint project of MTC and ABAG, Plan Bay Area is adopted by both the Commission and the ABAG Executive Board, first with the original Plan Bay Area (July 2013), Plan Bay Area 2040 (July 2017), and most recently Plan Bay Area 2050 (October 2021; see below). A limited and focused update of Plan Bay Area, Plan Bay Area 2050+, will kick off in July 2023, with an anticipated adoption date of fall 2025. Plan Bay Area will be updated in consultation with a wide range of partners, including federal, state, regional, county, local and Tribal governments, as well as community organizations, stakeholders and the public. MTC and ABAG will strive to meaningfully engage those affected by its policies, actions and decisions and to tailor engagement efforts to the appropriate respective audience – from federal land management agencies to communities with low-incomes, from persons with disabilities to bicycle and pedestrian advocacy organizations. When developing Plan Bay Area, key in-person or virtual workshops to develop the Blueprint and Implementation Plan, as well as to scope the EIR, will actively solicit participation from these stakeholders to help shape strategies, implementation actions, and environmental analysis priorities.

C. Project Products

Development of Plan Bay Area lasts between two and four years, depending on the magnitude of each planning cycle. Products include interim deliverables such as staff memos and presentations for each element of the Plan (Transportation, Housing, Economy and Environment), and final work products such as the Plan Document, Environmental Impact Report, and Implementation Plan.

D. Previous Accomplishments and Links to Relevant Products

- Horizon: In preparation for the previous 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. All deliverables are available here: https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon
- Performance Assessment MTC has incorporated rigorous performance measures and monitoring in every long-range plan since 2001. Key performance deliverables include project-level performance (more information here: https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon/project-performance-assessment), scenario assessment through the Futures Planning effort (more information here: https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon/futures-planning), and the Plan Bay Area 2050 Performance Report (read the final report here: https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Performance_Report_October_2021.pdf).
- Plan Bay Area 2050: Plan Bay Area 2050 was adopted in October 2021 as the region’s long-range plan for transportation, housing, the economy and the environment. Its vision is to advance 35 resilient and equitable strategies to ensure the Bay Area is more affordable, connected, diverse, healthy and vibrant for all through 80+

implementation actions featured in the Final Implementation Plan. All deliverables are available here: https://www.planbayarea.org/finalplan2050

- Plan Bay Area 2050 Environmental Impact Report: In compliance with CEQA, the Final EIR was adopted in October 2021 alongside Plan Bay Area 2050. The EIR analyzed impacts of the land use pattern and infrastructure investments featured in Plan Bay Area 2050 and proposed mitigation measures for all potentially significant impacts. All deliverables are available here: https://www.planbayarea.org/EIR
- Plan Bay Area 2050 Implementation Progress Update: In November 2022, MTC and ABAG provided the first annual implementation progress update highlighting activities supporting the 80+ implementation actions adopted as part of Plan Bay Area 2050 and detailing key implementation focus areas for 2023. All deliverables are available here: https://planbayarea.org/implementation.
- Introducing Plan Bay Area 2050+ and Transit 2050+: In December 2022, MTC and ABAG provided an overview of anticipated priorities and the timeline for a focused update to Plan Bay Area – Plan Bay Area 2050+ - as well as the opportunity to integrate more robust connected network planning through an effort known as Transit 2050+. An overview presentation can be found here: http://mtc.legistar.com/gateway.aspx?M=F&ID=2a58be5a-1e7b-4dcf-9c50-240cf5505023.pdf.
- Deliverables from these previous accomplishments include regular committee memos and presentations, such as those presented to the Joint MTC Planning Committee with the ABAG Administrative Committee. Past meeting materials can be found here: https://mtc.ca.gov/about-mtc/committees/interagency-committees/joint-mtc-planning-committee-abag-administrative-committee#past

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop a fall 2023 Implementation Plan update to relevant MTC/ABAG committees, in concert with Vital Signs team and units throughout the MTC/ABAG organization.	Staff	- Staff memo - Presentation (once)	FHWA PL/FTA 5303	07/01/23	11/30/23
2	Provide analysis and guidance to legal team on pending litigation related to Plan Bay Area 2050, as appropriate.	Staff	- Staff memos (as needed)	FHWA PL/FTA 5303	07/01/23	06/30/24
3	Review and analyze proposed bills and regulations on long-range planning processes at the federal and state levels.	Staff	- Staff memos (as needed) - Presentations (as needed)	FHWA PL/FTA 5303	07/01/23	06/30/24
4	As-needed, develop amendment(s) and administrative modification(s) to Plan Bay Area 2050.	Staff	- Administrative amendments (as needed)	FHWA PL/FTA 5303	As needed	As needed

5	Track and report the implementation progress of regionally significant transportation projects and programs.	Staff	- Reporting documentation, likely a web-based tool	FHWA PL/FTA 5303	07/01/23	06/30/24
6	Engage with state and county partners to ensure compatibility between Plan Bay Area 2050 strategies and state and county-wide initiatives, including collaboration with County Transportation Agencies on relevant plans and relevant stakeholders on Plan consistency determinations.	Staff	- Memos (as needed) - Presentations (as needed)	FHWA PL/FTA 5303	07/01/23	06/30/24
7	Provide technical and policy support on transportation climate resilience as part of Plan Bay Area 2050+.	Consultant (BCDC)	- Memos (as needed) - Presentations (as needed)	STBG	07/01/23	06/30/24
8	Develop draft and final needs & revenue analyses for Plan Bay Area 2050+.	Staff	- Staff memos - Presentations (as needed)	FHWA PL/FTA 5303/ STBG/ General Fund	07/01/23	06/30/24
9	Update or reaffirm core long-range planning assumptions including Regional Growth Forecast and refinement of exogenous forces.	Staff	- Staff memos - Presentations (as needed)	General Fund	07/01/23	06/30/24
10	Develop Draft and Final Blueprint strategy revisions for Plan Bay Area 2050+.	Staff	- Staff memos - Presentations	FHWA PL/FTA 5303	07/01/23	06/30/24
11	Conduct equity and performance analyses for Plan Bay Area 2050+ Draft and Final Blueprint.	Staff	- Staff memos - Presentations (as needed)	FHWA PL/FTA 5303	07/01/23	06/30/24

12	Update/revise project information for key Plan Bay Area 2050+ transportation and resilience projects, in coordination with stakeholders.	Staff	- Correspondence - Staff memos - Presentations (as needed)	FHWA PL/FTA 5303/General Fund	07/01/23	06/30/24
13	Engage in outreach with technical stakeholders through a variety of mechanisms and elected officials through relevant MTC/ABAG committees as part of Plan Bay Area 2050+.	Staff	- Correspondence (as needed) - Staff memos - Presentations (as needed) - Meeting agendas and notes	General Fund	07/01/23	06/30/24
14	Develop and refine Plan Bay Area 2050+ Technical Methodology for submission to California Air Resources Board (CARB).	Staff	- Correspondence - Staff memos - Presentations (as needed)	General Fund	07/01/23	06/30/24
15	Prepare for Plan Bay Area 2050+ Environmental Impact Report (EIR) with a focus on consultant procurement(s), as well as data collection and analysis methodology/processes.	Staff; Consultant	- Staff memos (as needed) - Procurement(s)	General Fund	07/01/23	06/30/24
16	Conduct Project Performance Assessment for Transit 2050+/Plan Bay Area 2050+	Consultant	Final report and committee materials on Project Performance Assessment methodology and findings (once)	FHWA PL/FTA 5303	07/01/23	02/01/24

17	Conduct Network Performance Assessment for Transit 2050+/Plan Bay Area 2050+	Consultant	Final report and committee materials on Network Performance Assessment methodology and findings (once)	FHWA PL/FTA 5303	01/01/24	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- As needed, develop amendment(s) and administrative modification(s) to Plan Bay Area 2050.
- Adopt Final Blueprint strategies for analysis as part of Plan Bay Area 2050+.
- Release Notice of Preparation (NOP) and conduct scoping for Plan Bay Area 2050+ EIR.
- Kick off Plan Bay Area 2050+ Implementation Plan process and engage with key partners/stakeholders as well as the public and elected officials as part of Implementation Plan development.
- Release Final Blueprint outcomes and adopt Preferred EIR Alternative.
- Release Draft Plan Bay Area 2050+ Plan Document, EIR, and Implementation Plan.

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)

- Data in Transportation Planning

FY 2023-24 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2023-24, SB1 Planning Formula Funds will support staff efforts 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. SB 1 Planning Formula Funds will also support overall project management duties for the long-range regional plan, as well as staff efforts to develop off-model calculators to calculate the emission-reduction benefits of key climate-related strategies included in Plan Bay Area 2050+ to achieve emissions reductions targets set by the state. Additionally, SB1 will support updating the Growth Geographies for Plan Bay Area 2050+, which will include evaluating submissions from local jurisdictions to establish new, or modify the boundaries of existing, Priority Development Areas (PDAs). The new Growth Geographies will be presented to MTC/ABAG for adoption and incorporated into the Regional Growth Framework for Plan Bay Area 2050+.

Plan Bay Area is the long-range fiscally constrained regional plan for transportation, housing, the economy and the environment, updated every four years. Developed in compliance with federal and state regulations and guidelines, it satisfies RTP and SCS requirements for the nine-county San Francisco Bay Area. Plan Bay Area is updated in consultation with federal, state, regional, county, local and Tribal governments, as well as community organizations, stakeholders and the public. The Equity Priority Communities (EPC) refresh will explore potential revisions to the EPC methodology and framework, with a focus on producing a Phase 1 deliverable of updated EPC geographies. This refresh will support the "Equity and Justice40 in Transportation Planning" federal planning emphasis area by working to advance racial equity and support for underserved and disadvantaged communities.

B. Project Products

Presentations, memoranda, maps, data layers, and approved Commission resolutions.

C. Previous Accomplishments

Began process of soliciting updates to Priority Development Areas (PDAs) and began updating Transit-Rich Areas and High-Resource Areas with latest available data.

D. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop options for future Equity Priority Communities framework and seek input from stakeholders.	Staff; Consultant	- Memos - Presentations - Maps and/or data analyses (as needed)	SB1/General Fund	07/01/23	06/30/24

2	Refine and adopt new geographies for Equity Priority Communities for Plan Bay Area 2050+ and future MTC/ABAG initiatives.	Staff; Consultant	- Memos - Presentations - Maps and/or data analyses (as needed)	SB1/General Fund	07/01/23	06/30/24
3	Develop, manage, and monitor progress on the overall work plan and schedule for Plan Bay Area 2050+	Staff	- Memos - Presentations	SB1/General Fund	07/01/23	06/30/24
4	Develop off-model calculators to calculate the emissions reduction benefits of key climate-related strategies in Plan Bay Area 2050+ Environment Element	Staff; Consultant (TBD)	- Calculator spreadsheets - Memos (as needed) - Presentations (as needed)	SB1/General Fund	07/01/23	06/30/24
5	Update Growth Geographies for Plan Bay Area 2050+	Staff	Adoption of new and/or modified Growth Geographies	SB1/General Fund	07/01/23	12/31/23

FY 2022-23 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2022-23, SB1 Planning Formula Funds will support staff efforts to solicit updates to the Regional Growth Geographies- Priority Development Areas, Priority Production Areas, Priority Conservation Areas, Transit-Rich Areas, and High Resource Areas. These growth geographies help guide regional transportation and development decisions and play a central role in informing numerous agency efforts, including long range planning, programming decisions around the One Bay Area Grant (OBAG) and Regional Early Action Planning (REAP) grant program, and the Transit-Oriented Communities (TOC) Policy. The Growth Geographies will also help inform future funding and financing decisions of the Bay Area Housing Finance Authority (BAHFA)

B. Project Products

Presentations, maps, data layers, and approved Commission resolutions.

C. Previous Accomplishments

No previous accomplishments using SB1 funds.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Solicit updates to Priority Development Areas, Priority Production Areas, and if relevant, Priority Conservation Areas in advance of Plan Bay Area 2050 Update.	Staff	- Staff memo - Presentation - Materials for local jurisdictions	SB 1/ General Fund	03/01/23	06/30/23
2	Begin updating Transit-Rich Areas and High-Resource Areas with latest available data in advance of Plan Bay Area 2050 Update.	Staff	- Maps/data layers (ongoing)	SB 1/ General Fund	04/01/23	06/30/23

FY 2021-22 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

This project has been carried over into FY 2022-23.

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 updated the nomenclature for these equity priority areas, which identify communities with above-average shares of low-income populations and/or communities of color. This was 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 spring or summer 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.

B. Project Products

- Peer review memo and slides summarizing other agencies' approaches to identify equity communities
- Data analyses, including maps, data tables, slides and/or memos, to support discussions on equity communities
- Stakeholder materials to support discussions on how to move forward with re-envisioning Equity Priority Communities

C. Previous Accomplishments and Links to Relevant Products

No previous accomplishments using SB1 funds.

D. Work Plan (FY 2021-22)

Task No.	Description	Responsible Party	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.	Consultant	- Presentation - Memo	SB1/ General Fund	03/01/22	06/30/23
2	Staff will work with consultants (TBD) to conduct data analyses to support discussions on equity communities.	Consultant	- Maps - Data tables - Presentation - Memo	SB1/ General Fund	03/01/22	06/30/23
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.	Consultant	- Committee items - Memos - Presentations	SB1/ General Fund	05/01/22	06/30/23

FY 2020-21 Senate Bill 1 (SB1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2020-21, SB1 Planning Formula Funds will provide funding to enhance the digital tool – an online platform for seeking feedback on policy decisions related to Plan Bay Area 2050 – and to develop the Plan Bay Area 2050 Implementation Plan.

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.

B. Project Products

- Meeting materials for Implementation Plan development
- Implementation Plan for Plan Bay Area 2050

C. Previous Accomplishments and Links to Relevant Products

Final Implementation Plan and associated public engagement is now complete; final deliverables are available at: https://www.planbayarea.org/2050-plan/final-implementation-plan.

D. Work Plan (FY 2020-21)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will develop an Implementation Plan focused on shorter-term actions to implement Plan Bay Area 2050.	Staff	Implementation Plan and annual updates Meeting agendas & notes	SB1/ General Fund	07/01/20	11/30/22

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

Project Manager: Kearey Smith/Lisa Zorn

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 2,698,668		
Benefits	1,146,934		
Indirect	1,922,801		
Consultants	2,645,673		
Total Expenses	**$ 8,414,076**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)(Carryover)		$ 367,981		
Toll Credit Match	42,207			
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		4,446,715		
Toll Credit Match	510,038			
Federal Transit Administration (FTA) 5303 (FY 2022-23)(Carryover)		315,677		
Toll Credit Match	36,208			
Federal Transit Administration (FTA) 5303 (FY 2023-24)		1,323,702		
Toll Credit Match	151,829			
General Fund		1,960,000		
Total Revenues		**$ 8,414,076**	**$**	**$**

Federal Share **76.71%**

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

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.

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. Project Products

- Model Development Documentation: https://github.com/BayAreaMetro/modeling-website/wiki
- Travel Model 1, Travel Model 1.5: https://github.com/BayAreaMetro/travel-model-one
- Travel Model 2.0, Travel Model 2.1: https://github.com/BayAreaMetro/travel-model-two
- Travel Model 2.2 and after: https://github.com/BayAreaMetro/tm2py
- Travel Model 2 Network Building: https://github.com/BayAreaMetro/travel-model-two-networks/tree/develop; https://github.com/BayAreaMetro/Lasso/tree/mtc_parameters; https://github.com/BayAreaMetro/network_wrangler/tree/generic_agency
- Transit Passenger Survey Documentation: http://bayareametro.github.io/transit-passenger-surveys
- Open Data Portal: http://opendata.mtc.ca.gov/
- Bay Area Spatial Information System (BASIS): https://basis.bayareametro.gov
- Housing Element Site Selection Tool (HESS): https://hess.abag.ca.gov
- Vital Signs Data and Website: http://vitalsigns.mtc.ca.gov/

D. Previous Accomplishments and Links to Relevant Products

Developed and applied our state of the practice regional forecast model, small area 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 2020–2021.

- Plan Bay Area 2050 Regional Growth Forecast (July 2020): https://www.planbayarea.org/sites/default/files/Plan_Bay_Area_2050_-_Regional_Growth_Forecast_July_2020v2DV.pdf
- Plan Bay Area 2050 Project Performance Findings (Nov 2019): https://mtc.ca.gov/sites/default/files/ProjectPerformance_FinalFindings_Jan2020.pdf
- Plan Bay Area 2050 Draft Blueprint Findings (July 2020): https://www.planbayarea.org/draftplan2050; https://www.planbayarea.org/sites/default/files/pdfs_referenced/PBA2050_Draft_BPOutcomes_071720.pdf
- Plan Bay Area 2050 Final Blueprint Findings (Dec 2020): https://www.planbayarea.org/sites/default/files/FinalBlueprintRelease_December2020_Compendium_Jan2021Update.pdf

- Plan Bay Area 2050 Draft Modeling Supplemental Report (May 2021): https://www.planbayarea.org/sites/default/files/documents/2021-05/Draft_PBA2050_Forecasting_Modeling_Report_May2021.pdf
- Plan Bay Area 2050 Final Modeling Supplemental Report (Oct 2021): https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf
- Successfully collected consistent on-board survey data from more than 15 regional transit operators (note: this work was paused during 2020 and COVID-19) (http://bayareametro.github.io/transit-passenger-surveys/)
- Performed 2018-2019 travel diary 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 and analysis: https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-area-transportation-study
- Developing, in cooperation with peer MPOs, an efficient, maintainable open-source activity-based travel model platform (ActivitySim: https://activitysim.github.io/)
- Maintain online searchable GIS data can be found in our data portal (http://opendata.mtc.ca.gov/)
- Supported MTC's Vital Signs effort with an online 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 and maintain online Master Data Management tool and data management modules for use in Bay Area Spatial Information System (BASIS — https://basis.bayareametro.gov)
- Updated several key regional datasets used in support of several regional planning programs including Plan Bay Area 2050
- Manage ongoing annual residential housing permit data updates in BASIS
- Developed and maintained Housing Element Site Selection Tool (HESS — https://hess.abag.ca.gov) to assist local jurisdictions with the development of site inventories that comply with state requirements and to lift up best practices at the regional scale
- Successfully integrated a spatial economic model with the travel model to forecast land development patterns (including the impact of transportation on land development outcomes)
- Collaboratively researched future mobility trends and estimated potential impacts

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will support agency planning activities with technical analysis, visual data summaries, and web-based tools to facilitate collaboration, information collection and dissemination.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	FHWA PL/FTA 5303/General Fund	07/01/23	Ongoing

2	Staff will manage and maintain GIS base map databases used by Bay Area Transportation Agencies.	Staff	Data, online tools (ongoing)	FHWA PL/FTA 5303/General Fund	07/01/23	Ongoing
3	Staff will manage, maintain, and efficiently share all geo-spatial data associated with the Transportation Improvement Plan and the RTP/SCS.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	FHWA PL/FTA 5303	07/01/23	06/30/24
4	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.	Staff/ Consultant (TBD)	Survey summary reports (as needed), compiled database	FHWA PL/FTA 5303 /General Fund	07/01/23	06/30/24
5	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.	Staff/ Consultant (TBD)	Survey summary reports (as needed), compiled database	FHWA PL/FTA 5303/General Fund	07/01/23	06/30/24
6	Staff will continue to develop a regional land use database in support of housing and transportation planning coordination efforts.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	General Fund	07/01/23	Ongoing
7	Staff will continue to develop the Housing Data and Analysis Tools in support of the REAP Technical assistance efforts.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	General Fund	07/01/23	06/30/24

8	Staff, in concert with a consultant team (WSP) will continue to develop the next generation travel model (TM 2) for the Regional Transportation Plan and other applications. This model includes much higher spatial resolution as well as the integration of new assignment software.	Staff/ Consultant (WSP)	Technical memos, reports, presentations, and code updates on github (ongoing)	FHWA PL/FTA 5303	07/01/23	06/30/24
9	Staff, in concert with a consultant bench will continue to update the land use allocation model, Bay Area UrbanSim, for the next Regional Transportation Plan, including incorporating travel model compatibility updates, addressing forecast volatility, model calibration, validation and sensitivity analysis, and policy updates.	Staff/ Consultant (TBD)	Technical memos, reports, presentations, and code updates on github (ongoing)	General Fund	07/01/23	Ongoing
10	Staff will continue analyses on the Bay Area economy and demographics, including but not limited to analyses with the REMI economic model, to produce the Regional Growth Forecast for the 2050 Plan.	Staff	Technical memos, reports, presentations (likely 1-2 total for all)	General Fund	07/01/23	Ongoing

F. Anticipated Future Activities (FY 2024-25)

- Continue 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
- Continue development and application of MTC/ABAG modeling tools (small area land use model and the travel model) for the next Regional Transportation Plan/Sustainable Communities Strategy

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Data in Transportation Planning

Work Element 1124: Regional Goods Movement

Project Manager: Adam Crenshaw/Adam Noelting

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 15,104		
Benefits	6,419		
Indirect	10,762		
Total Expenses	**$ 32,286**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		$ 32,286		
Toll Credit Match	3,703			
Total Revenues		**$ 32,286**	**$**	**$**

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

Implement the Regional Goods Movement Investment Strategy: In 2018, the MTC Commission adopted the Regional Goods Movement Investment Strategy, a ten-year prioritized set of projects and programs. Staff also began the development of an update to this Investment Strategy in 2023. MTC will work to monitor the delivery of projects and programs included in these investment strategies. A specific focus will be the allocation of Regional Measure 3 funds upon their availability. MTC will endorse projects from this strategy for state and federal discretionary funding sources. MTC will work with Bay Area County Transportation Agencies (CTAs), the Bay Area Air Quality Management District, and Ports on delivering community protection projects.

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) and other state initiatives. MTC will continue to 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. MTC will continue to coordinate with local partners on prioritization of project proposals for new SB1 funding programs, especially the Trade Corridor Enhancement Program. MTC will continue to participate in Caltrans Comprehensive Multimodal Corridor Planning.

Continue mega-regional coordination, in alignment with the Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study. MTC led the Study in coordination with San Joaquín Council of Governments, Sacramento Area Council of Governments, Association of Monterey Bay Governments (AMBAG), and Caltrans. The study was completed in June 2019, and MTC staff and partners continue to communicate and implement the study's findings, including identification and prioritization of project proposals for state funding programs.

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 (https://bcdc.ca.gov/BPA/BPASeaportPlan.html). Consider potential impacts related to passenger and freight volumes at the region's three major airports.

C. Project Products

- Endorsements and letters of support for projects seeking state and federal discretionary funding sources
- Update to the Regional Goods Movement Investment Strategy

D. Previous Accomplishments and Links to Relevant Products

Improving Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study (June 2019) - https://mtc.ca.gov/planning/transportation/regional-transportation-studies/northern-california-mega-region-goods

Goods Movement Investment Strategy (January 2018) - https://mtc.ca.gov/news/mtc-adopts-10-year-investment-strategy-goods-movement

Regional Goods Movement Plan adoption (February 2016) - https://mtc.ca.gov/planning/transportation/san-francisco-bay-area-goods-movement-plan

Freight Emission Reduction Plan (Fall 2017) - http://2040.planbayarea.org/files/2020-02/Freight_Emis_Redctn_Action_Plan_PBA2040_Supplemental%20Report_7-2017.pdf

Regional Airport System Planning Analysis Update 2011 (September 2011)

San Francisco Bay Area Seaport Plan (Amended through December 2011) - https://bcdc.ca.gov/seaport/seaport.pdf

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Continue to monitor and support statewide goods movement planning efforts and funding initiatives	Staff	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 Trade Corridor Enhancement Program. Participate in Caltrans Comprehensive Multimodal Corridor Planning.	FHWA PL	07/01/23	06/30/24

2	Support regional goods movement planning and implementation efforts, including Plan Bay Area 2050 implementation actions	Staff	Participate in quarterly meetings of the regional Goods Movement Executive Team. 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. Finalize the 2023 Update to the Regional Goods Movement Investment Strategy	FHWA PL	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

Potentially update the Regional Goods Movement Investment Strategy in concert with Bay Area CTAs, Ports (both Maritime and Aviation), Bay Area Air Quality Management District (BAAQMD), and Caltrans.

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1125: Active Transportation Planning

Project Manager: Kara Oberg

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 126,261		
Benefits	53,661		
Indirect	89,961		
Consultants	5,040,136		
Total Expenses	**$ 5,310,019**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)(Carryover)		$ 16,054		
Toll Credit Match	1,841			
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		269,883		
Toll Credit Match	30,956			
Federal Transit Administration (FTA) 5303 (FY 2022-23)(Carryover)		24,081		
Toll Credit Match	2,762			
Surface Transportation Block Grant (STBG) - New		5,000,000		
Toll Credit Match	573,500			
Total Revenues		**$ 5,310,019**	**$**	**$**

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

This Work Element supports implementation of two Plan Bay Area 2050 Strategies, which include “Build a Complete Streets Network” and “Advance Regional Vision Zero.” The implementation of these strategies has been carried out through the region’s first Active Transportation (AT) Plan, the updated Complete Streets Policy (Resolution 4493) and the Regional Active Transportation Network.

In 2023-2024 staff will begin to implement the AT Plan 5-Year Implementation Plan, which will include improving active transportation data, managing a technical assistance program as well as monitoring CS Policy and AT

Network implementation.

C. Project Products

The products include an Active Transportation (AT) Story Map and document and The AT Plan 5-Year Implementation Plan, which will include the launch of an Active Transportation Technical Assistance Program, and a Complete Streets Checklist database.

D. Previous Accomplishments

In the past year, accomplishments include:

- Updating and adopting the Complete Streets Policy, Resolution 4493
- Creating and adopting a Regional Active Transportation Network
- Finalizing Regional Bicycle and Pedestrian Counts Factor Groups
- Hosting Active Transportation Working Group meetings.

More information about the Active Transportation Working Group, including past meetings can be found here: https://mtc.ca.gov/about-mtc/committees/interagency-committees/active-transportation-working-group#past

More information about MTC's Active Transportation Plan can be found here: https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff the Active Transportation Working Group (ATWG) – Ongoing, with end date reflecting that	Staff	Bi-monthly staff reports, presentation, materials Bi-monthly meeting agendas and notes	FHWA PL/FTA 5303	07/01/23	Ongoing
2	Implement the Active Transportation Plan 5-Year Implementation Plan	Staff	The AT Plan 5-Year Implementation Plan document and internal work plan	FHWA PL/FTA 5303/STBG	07/01/23	10/31/28
3	Implement Complete Streets (CS) Policy Update by creating a CS Checklist database and form	Staff	New CS Checklist database and form	FHWA PL/FTA 5303	07/01/2023	06/30/24

4	CS Checklist Review for projects seeking regional discretionary funding or endorsement	Staff	Review Checklists submitted with funding applications or endorsements	FHWA PL/FTA 5303	07/01/23	Ongoing
5	Administer the Regional Bicycle & Pedestrian Counts Program	Staff	Memos describing counter program guidelines and anticipated outcomes. Memos describing jurisdiction placement and location. (as needed)	FHWA PL/FTA 5303	07/01/23	Ongoing
6	Create Complete Streets Policy and AT Network Implementation Technical Assistance (TA) Program	Staff	Guidelines for receiving TA and call for assistance to advance active transportation projects on the AT Network	STBG	07/01/23	Ongoing

F. Anticipated Future Activities (FY 2024-25)

Evaluate the new CS Checklist, web map, and process. Evaluate the CS Policy and AT Network Technical Assistance Program. Continue the Bike Ped Count Program and implement the AT Plan.

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1127: Regional Trails

Project Manager: Toshi Shepard-Ohta/Nicola Szibbo

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 489,292		
Benefits	207,949		
Indirect	348,620		
Consultants	5,555,975		
Total Expenses	**$ 6,601,836**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		$ 487,798		
Toll Credit Match	55,950			
Surface Transportation Block Grant (STBG) - New		2,500,000		
Toll Credit Match	286,750			
2% Transit Transfer		568,989		
5% Transit Transfer		698,110		
Coastal Conservancy		1,956,805		
State Transit Assistance (STA)		100,000		
SFO Gap Closure Project		160,000		
General Fund		130,134		
Total Revenues		**$ 6,601,836**	**$**	**$**

Federal Share **45.26%**

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

This work element comprises grant contract management, technical assistance, planning and design, partnership building, public outreach and non-profit administration pertaining to regional trails active transportation planning and implementation. Leading with the Bay Trail Equity Strategy based on MTC's foundational Equity Platform, this work element relies on using a strategic, data-driven approach for analyzing and enhancing trail usage and ridership in the nine-county Bay Area in order to provide equitable access and connectivity for all users, especially those in Equity Priority Communities (EPCs). This work element also includes the integration of complete streets all-ages-and-abilities design principles where trail systems meet on-street networks, and/or where the development off-street trails and paths are not viable for a connected active transportation system. Coordination with Federal

Land Management Agencies for the purpose of planning, designing and funding trail systems is a critical part of this work element. Addressing prominent climate change and resilience issues for trails and participating in PEL processes, such as SR-37, is also integral to the work element. This work element includes the Bay Trail, the Water Trail and other regional trails/active transportation facilities.

C. Project Products

- Gap Closure Plans/Design Guidelines/Studies/Project Development
- Bay Trail Block Grant Administration
- Water Trail Block Grant Administration
- 501(c)3 Bay Trail Non-Profit Administration & Guidance
- Bay Trail Planning and Design Technical Assistance
- Quick Build/First-last mile Improvements
- Strategic Plans and Studies
- Outreach and Engagement

D. Previous Accomplishments and Links to Relevant Products

- Completed Bay Trail Fundraising Strategy
- Completed Bay Trail Equity Strategy (Phase I)
- Procured and initiated Bay Trail Gap Closure Implementation Plan
- Procured and initiated San Francisco Airport (SFO) Gap Study
- Initiated Bay Trail Strategic Plan procurement
- Initiated Bay Trail Design Guidelines & Toolkit 2.0 procurement
- Coordinated major project improvements on SR-37 (interim and PEL), the West Oakland Link, Lake Merritt to Bay Trail Connector, and Vallejo Bay Trail/Vine Trail
- Maintained partnerships on regionwide and local planning related to sea level rise with Bay Adapt, Doolittle Adaptation Working Group, Hayward Regional Shoreline Adaptation Master Plan, and San Francisco Bay Trail Risk Assessment and Adaptation Prioritization Plan.
- Administered Bay Trail and Water Trail grants to local partners
- Participated in Bay Area Trails Collaborative (BATC) and Collaboration for Regional Trails Initiative (CRTI)
- Maintained partnerships on Bay Trail outreach with organizations for annual and monthly events such as Bay Day, Bike to Wherever/Work Day, and Bay Trail Confidential
- Continued regular contact and coordination with local and regional partners related to technical assistance on the Bay Trail
- Provided administration support for the Bay Trail Non-Profit including Bay Trail Board and Bay Trail Steering Committee meetings
- Continue social media strategy implementation for Bay Trail social media accounts
- Supported Bay Trail and Bay Day events via MTC social media channels

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Bay Trail Gap Closure Implementation Plan	Staff & Consultant (Alta Planning & Design)	Draft and Final Project Priority List and GIS script, planning-level cost estimates (once)	FHWA PL/2%/5% Transit Transfer/ General Fund	07/01/23	06/30/24
2	San Francisco International Airport (SFO) Gap Study	Staff & Consultant (Fehr & Peers)	Feasibility study (once), preparation for project approval and environmental document (ongoing)	Bay Trail Non-Profit/General Fund	07/01/23	06/30/24
3	Bay Trail Strategic Plan Update	Staff & Consultant (TBD)	Initiate procurement (once); develop strategic goals, objectives, KPIs (ongoing)	STBG	07/01/23	06/30/24
4	Bay Trail Design Guidelines & Toolkit 2.0	Staff & Consultant (TBD)	Initiate procurement (once); develop the 2016 Bay Trail Design Guidelines and Toolkit with emerging trends (once)	STBG	07/01/23	06/30/25
5	Bay Trail Data Strategy	Staff & Consultant (TBD)	Internally scope project (once)	STBG	07/01/23	06/30/25
6	Bay Trail Needs and O&M Assessment	Staff & Consultant (TBD)	Internally scope project (once)	STBG	07/01/23	06/30/25
7	Bay Trail Equity Strategy (Phase III; Implementation Playbook)	Staff	Internally scope project (once)	STBG	07/01/23	06/30/25

8	Bay Trail Technical Assistance	Staff	Provide local agency trail design and engineering assistance, especially for Bay Trail RM 3 (as needed)	FHWA PL/ STBG	07/01/23	06/30/24
9	Bay Trail Equity Strategy (Phase II)	Staff & Consultant (Bike East Bay, SVBC, SF Bike Coalition)	Conduct community in-reach with CBOs for equitable Bay Trail planning (once)	5% Transit Transfer	07/01/23	06/30/24
10	Bay Trail Design & Engineering	Staff & Consultant (TBD)	Project development and design for Bay Trail Gap Closure Implementation Plan (ongoing)	2%/5% Transit Transfer	07/01/23	06/30/24
11	Water Trail Block Grant #2 Administration	Staff	Close out Water Trail Site Improvement grants and return program to State Coastal Conservancy (once)	Coastal Conservancy	07/01/23	06/30/24
12	Bay Trail Block Grant #5 Administration	Staff	Issue and administer grant contracts to partners for Bay Trail planning, design, and/or construction work. (ongoing)	Coastal Conservancy	07/01/23	06/30/24
13	Bay Trail Block Grant #6 Administration	Staff	Issue and administer grant contracts to partners for Bay Trail planning, design, and/or construction work (ongoing)	Coastal Conservancy	07/01/23	06/30/24

14	Strengthen Partnerships	Staff	Legislator Briefings, Corporate /Stakeholder, Relationships (ongoing)	2% Transit Transfer	07/01/23	06/30/24
15	Continue to administer Bay Trail Non-Profit & provide organizational change management resources	Staff & Consultant (Potrero Group)	Clerical and administrative tasks (ongoing); organizational change management (as needed)	General Fund/ 2% Transit Transfer	07/01/23	06/30/24
16	Promote Awareness	Staff	Public education products, outreach, cartographic assistance, staff presentations, media strategy (ongoing)	General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Continue to develop the Bay Trail Gap Closure Implementation Plan
- Continue to develop the San Francisco Airport (SFO) Gap Study
- Kick-off and deliver tasks under Bay Trail Strategic Plan
- Kick-off and deliver tasks under Bay Trail Design Guidelines & Toolkit 2.0
- Being internal scoping for the Bay Trail Data Strategy, Bay Trail Needs Assessment and O&M Plan, Technical Assistance and Bay Trail Equity Strategy Implementation Playbook
- Continue to administer the Bay Trail Non-Profit while working toward a sustainable independent Bay Trail non-profit
- Secure funding for quick build improvement projects along major regional corridors
- Close out Water Trail Block Grant #2 and return program to State Coastal Conservancy
- Continue to administer grants under Block Grants #5 and #6 and work to identify additional Bay Trail projects to fund with the remaining grant program funds
- Continue to provide trail planning and design technical assistance to local agencies, promote awareness and strengthen partnerships

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1128: Resilience and Hazards Planning

Project Manager: Michael Germeraad/Rachael Hartofelis

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 309,656		
Benefits	131,604		
Indirect	220,630		
Total Expenses	**$ 661,890**	**$**	**$**

Revenues	FY 2023-24 Budget	Amendment No. 1	Change
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2023-24)	$ 584,872		
General Fund	77,018		
Total Revenues	**$ 661,890**	**$**	**$**

Federal Share **0.00%**

B. Project Description

The Bay Area faces many immediate environmental challenges: maintaining past successes in conserving ecosystems and public land while also addressing natural and climate hazards, most notably earthquakes, wildfires, landslides, floods and inundation due to sea level rise. At the same time, the Bay Area has many long-term environmental goals, as codified in Plan Bay Area 2050: reducing risks from hazards and expanding access to parks and open space, in particular. These issues and goals require a coordinated approach to address throughout the region.

Staff within the Regional Planning Program assist local governments and communities to protect the environment as well as plan for earthquakes, the effects of climate change, and other hazards. This is accomplished through research, planning and action. This work element comprises technical assistance, analysis, policy development, stakeholder engagement, as well as developing data and mapping tools pertaining to resilience, climate and conservation priorities. The work element supports implementation of many of the environmental strategies of Plan Bay Area 2050.

The following objectives drive the work of the Environmental and Resilience Program:

- Incorporate resilience and conservation planning into Plan Bay Area 2050+, and advance resilience and conservation actions outlined in the Plan Bay Area 2050 Implementation Plan.
- Work to develop a regional land use pattern and transportation system which reduces the risk from natural and climate impacts and conserves vital natural ecosystems.

- Disseminate scientific information about climate impacts and ecosystems 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.

C. Project Products

Work products typically include memos, presentations, and — depending on the scale of the individual task — may include final deliverables in the form of a report, guidebook, curated data set, mapping tool, or other final products. To advance tasks, staff agendize and facilitate meetings and occasional workshops with federal, state, regional, local and community partners. Partner and stakeholder engagement may also take place through surveys, interactive workshop activities, or through other communications platforms.

The project will support the incorporation of resilience planning into relevant Plan Bay Area 2050+ strategies, develop a Resilience Improvement Plan, and will produce guidance resources to support Bay Area cities and counties with implementation of environment and resilience priorities, and provide feedback on forthcoming state and federal agency environment and resilience regulations and programs.

D. Previous Accomplishments and Links to Relevant Products

In fiscal year 2022-23, the Sea Level Rise Adaptation Funding and Investment Framework, which identified local adaptation projects and costs and forecast existing funding sources, was completed; this Framework also analyzed potential local and regional revenue sources to address the funding gap. See more information on the Framework here: https://mtc.ca.gov/planning/resilience/sea-level-rise-adaptation-funding-investment-framework.

To assist local governments with Housing Element updates, work in prior fiscal years produced a range of products to help cities and counties plan future housing with climate and natural impacts in mind, including:

- Jurisdiction-scale housing risk profiles identified the scale that climate impacts overlap with housing for each city. See Resilient Housing Element Resources here: https://abag.ca.gov/our-work/resilience/planning/general-plan-resilience-updates
- Resource guides were produced and presented at virtual workshops to identify overlapping state requirements for resilience and housing goals, and specific wildfire policies were developed for consideration by Bay Area cities and counties. See Wildfires – How to Preserve and Protect Housing series here: https://abag.ca.gov/technical-assistance/wildfires-how-preserve-protect-housing

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Create a draft needs and revenue assessment for the Plan Bay Area 2050+ Environment Element	Staff	- Analysis results - Technical memos - Presentations	SB1/General Fund	07/01/23	09/01/23

2	Develop the strategies in the Plan Bay Area 2050+ Environment Element for the Draft Blueprint	Staff	- Memos -Presentations	SB1/General Fund	10/01/23	12/31/23
3	Support a call for adaptation projects in Plan Bay Area 2050+ in coordination with the Resilience Improvement Plan	Staff	- Coordination meetings - Adaptation project list	SB1/General Fund	07/01/23	12/31/23
4	Coordinate resilience efforts across regional agencies, including BARC and BCDC	Staff	- Coordination meetings - Memos (as appropriate)	SB1/General Fund	07/01/23	06/30/24
5	Refine the project list from the RIP for inclusion into the Plan Bay Area 2050+ Final Blueprint	Staff	- Final project list - Memos	SB1/General Fund	01/01/24	04/01/24
6	Create a final needs and revenue assessment for Environment Element of the Plan Bay Area 2050+ Final Blueprint	Staff	- Analysis results - Technical memos - Presentations	SB1/General Fund	01/01/24	04/01/24
7	Make revisions to the project list in the Final Blueprint of Plan Bay Area 2050+	Staff	- Updated project list - Memos	SB1/General Fund	01/01/24	04/01/24
8	Revise strategies in the Environment Element for the Final Blueprint of Plan Bay Area 2050+	Staff	- Memos - Presentations	SB1/General Fund	03/01/24	06/30/24
9	Implement Plan Bay Area 2050 strategies EN1 and EN2 through regional collaboration and local technical assistance efforts	Staff	- Coordination meetings - Guidance documents - Memos	SB1/General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Finalize strategies for Plan Bay Area 2050+ Final Blueprint featured in the Environment Element.
- Develop implementation actions related to environmental strategies as part of Plan Bay Area 2050+ Implementation Plan.

- Adopt the Resilience Improvement Plan and pivot to the development of a broader Regional Adaptation Plan to synchronize with future Plan Bay Area cycles.
- Provide technical assistance to local government working to implement actions in their General Plan and Local Hazard Mitigation Plan.

G. Federal Planning Factors Addressed

- Increase the safety 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 quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future

Work Element 1212: Performance Measurement and Monitoring

Project Manager: Adam Noelting

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 43,170		
Benefits	18,347		
Indirect	30,759		
Consultants	225,000		
Total Expenses	**$ 317,276**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		$ 92,276		
Toll Credit Match	10,584			
General Fund		225,000		
Total Revenues		**$ 317,276**	**$**	**$**

Federal Share **29.08%**

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

B. Project Description

Objectives

- 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 baseline indicators, increase access to data, and support the regional planning conversation
- 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 federal performance-based planning and programming requirements
- Track regional performance towards identified RTP/SCS targets through performance monitoring data portals and reports
- Document the regional Congestion Management Process (CMP)

Description

- Performance measurement and monitoring is a central component of recent federal surface transportation authorizations. While MTC has been involved in performance-based planning and programming for more than a decade, federal requirements initiated under MAP-21 and refined under subsequent surface transportation legislation 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 to better serve its users with a more current, easy to use interface and technical enhancements.

C. Project Products

- Staff will continue to set targets and report on regional progress toward targets, as mandated by federal regulations. This includes target-setting for road safety; transit safety; transit asset management; infrastructure condition; freight movement and economic vitality; system reliability; and environmental sustainability.
- Staff will continue to report on performance related to Congestion Management and Air Quality through Baseline Performance Period Progress Reports, Midpoint Performance Period Progress Reports, and Full Performance Period Progress Reports.
- Staff will continue to assess the performance of investments included in MTC's Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).
- Staff will finalize a refresh of the Vital Signs website, updating the site's look and functionality to match today's best practices.
- Staff will continue to update data on the Vital Signs website and perform technical maintenance activities on the site to ensure it remains functional.
- Staff will continue to update the regionwide Congestion Management Process documentation on the MTC website.

D. Previous Accomplishments and Links to Relevant Products

- MTC has produce performance reports for efforts such as Vital Signs, State of the System, and the Congestion Management Process since the mid-1990s
- Performance Monitoring Reports (State of the System through 2009; Vital Signs from 2015 to present)
- TIP Performance Assessment Report (since 2018; most recently in 2022). More information here: https://mtc.ca.gov/funding/transportation-improvement-program/2023-tip
- STIP Performance Assessment (since 2002; most recently in 2021). More information at: http://mtc.legistar.com/gateway.aspx?M=F&ID=01934c5e-faf9-4351-998d-6255ef8be6e8.pdf
- CMAQ Baseline Performance Period Progress Report (since 2018; most recently in 2022)
- CMAQ Mid-Period Performance Period Progress Report (first report produced in 2020)
- CMAQ Full Performance Period Progress Report (first report produced in 2022)
- Bay Area Congestion Management Process (since 1995; page on the MTC website summarizing the CMP completed in 2020). More information here: https://mtc.ca.gov/planning/transportation/driving-congestion-environment/congestion-management-process
- Federal Transportation Performance Monitoring Activities (ongoing since 2018). More information here: https://www.vitalsigns.mtc.ca.gov/targets and here https://mtc.ca.gov/planning/transportation/federal-performance-targets
- Updates and maintenance of the Vital Signs website at https://www.vitalsigns.mtc.ca.gov/

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will identify 2024 federally-required safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/General Fund	07/01/23	02/28/24
2	Staff will identify 2024 federally-required regional transit asset management targets in coordination with transit operators	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/General Fund	07/01/23	04/30/24
3	Staff will identify 2024 federally-required regional transit safety targets in coordination with transit operators	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/General Fund	11/01/23	01/31/24
4	Staff will continue update to regionwide Congestion Management Process (CMP) documentation on MTC website	Staff	Webpage documenting the regional Congestion Management Process (CMP) and outcomes (ongoing)	FHWA PL/General Fund	07/01/23	06/30/24
5	Ongoing technical maintenance of Vital Signs website	Consultant (Exygy)	Vital Signs website and technical components (ongoing)	General Fund	07/01/23	06/30/24
6	Maintenance of indicators and data on Vital Signs website	Staff	Vital Signs website and underlying data (ongoing)	General Fund	07/01/23	06/30/24

7	Development of 2024 STIP Performance Report in compliance with state reporting requirements	Staff	STIP Performance Report (once)	General Fund	10/01/23	12/31/23

F. Anticipated Future Activities (FY 2024-25)

- Staff will identify 2025 federally required road safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming
- Staff will identify 2025 federally required transit safety performance targets
- Staff will identify 2025 federally required state of good repair for transit asset targets
- Staff will continue to update and maintain the Vital Signs website
- Staff will continue to update and maintain the Congestion Management Process documentation
- Staff will assess the performance of various Draft EIR alternatives for Plan Bay Area 2050+
- Staff will document performance activities for the Draft Plan Bay Area 2050+ supplemental report

G. Federal 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.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Data in Transportation Planning

Senate Bill 1 (SB1) Sustainable Communities Formula Funds Section

SB1 Funded Projects-Previous Accomplishments

FY 17-18 – fund source number 2210
- Identify vision and goals- complete (Guiding Principles of Horizon process)
- Identify measures and targets as well as associated methodologies- complete (measures established through Horizon Futures process).

FY 18-19 – fund source number 2211
- Update Vital Signs performance monitoring data portal including incorporation of federal targets-complete
- Publish temporary pages on Vital Signs (March-August 2019) to showcase Horizon model output data and provide an opportunity for a brief survey on Horizon strategies-complete

FY 19-20 through FY 21-22
- None (no funds remaining)

Work Element 1310: Access and Mobility Planning and Programs

Project Manager: Drennen Shelton

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 384,937		
Benefits	163,598		
Indirect	274,267		
Consultants	11,003,526		
Total Expenses	**$11,826,328**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		$ 39,145		
Toll Credit Match	4,490			
Job Access and Reverse Commute Program (JARC)		583,038		
Surface Transportation Block Grant (STBG) - New		4,500,000		
Toll Credit Match	516,150			
California Housing Community Development (HCD) (REAP 2.0) - New		4,137,230		
State Transit Assistance (STA)		1,920,488		
General Fund		646,427		
Total Revenues		**$11,826,328**	**$**	**$**

Federal Share **43.31%**

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

- 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 Equity Priority Communities (EPCs), as identified in the region's 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 EPCs through community-based planning processes that result in clearly identified projects that will enhance access and mobility and can be funded with the Lifeline Transportation Program 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 people 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. Staff last updated the Coordinated Plan in February 2018. Staff began the update process in Summer 2020. The planning process will conclude with plan adoption in 2023. 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. Through the Transformation Action Plan (TAP), staff will be working on five accessibility-related action items to achieve a more connected, efficient, and user-focused mobility network. These actions are: designate a mobility manager in each county; fund one-seat cross jurisdiction ADA paratransit pilots and develop new cost sharing agreements for cross jurisdiction trips; integration of ADA paratransit on Clipper; identify key ADA paratransit challenges and recommend reforms; and adopt standardized eligibility practices for ADA paratransit and the Regional Transportation Connections program.

2. **Equity Priority Communities (EPCs) and Community Based Transportation Program (CBTP)**

Since 2001, MTC has identified communities (census tracts) that are currently or have historically been underserved by public institutions, terming these areas Equity Priority Communities (referred to as Communities of Concern until May 2021). These geographies are areas with a concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors is also used to identify these areas, such as people with disabilities, single-parent families, or seniors over 75, among others. MTC and other partners at the local level use EPCs to direct planning, funding, and operations efforts to meaningfully reverse disparities in access to transportation, housing, and other community services. Staff will work closely with county transportation agencies (CTAs) to conduct community-based transportation planning activities in EPCs through a new round of grant funding to fund new or update outdated community-based transportation plans. The last round of funding was made available in 2022.

3. **Lifeline Transportation Funding Program**

The Lifeline Transportation Funding (LTF) 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). During the last two cycles of funding (cycles 5 and 6 FY 2016-17 – FY 2019-20), MTC included participatory budgeting through the Community-Based Transportation Planning process. Staff will work closely with CTAs and other stakeholders to develop policy and funding guidelines for future cycles to fund the implementation of CBTPs,

Coordinated Plan, recommendations, and other equity-driven transportation initiatives. The LTF Program is being redesigned and OBAG and REAP 2.0 funding has been set aside to kick off the next phase of the LTP. The proposed program design includes categories for project technical assistance, participatory budgeting, and heightened community-based organization engagement.

4. **FTA Section 5310 Funding Program**

Caltrans is the designated recipient of 5310 funds and partners with MTC in calls for projects and determining applicant eligibility. MTC screens applications for eligibility; scores applications consistent with the California Transportation Commission-established scoring criteria; and forwards a regional application list to Caltrans for consideration. MTC works with subrecipients to ensure consistency with the Coordinated Plan and that appropriate progress on projects is made.

C. Project Products

- Coordinated Public Transit-Human Services Transportation Plan: https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf
- Transformation Action Plan Accessibility Report
- Community-Based Transportation Plans, see complete list: https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities
- 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 regional list of applications

D. Previous Accomplishments and Links to Relevant Products

- Coordinated Public Transit-Human Services Transportation Plan Update (2018) and implementation activities
- Community-Based Transportation Plans (To date, nearly 50 Community-Based Transportation Plans have been produced in total. Since 2018, 15 plans have been produced, with three more currently underway as of January 2023.
- Program evaluation for the Community-Based Transportation Planning program, examining the efficacy of the planning process and the funding and implementation outcomes associated with projects recommended in those plans (This informed an update to the CBTP program guidelines in Spring 2022 and will continue to guide MTC's policy and programming work to further support these equity-advancing projects.)
- Program guidelines for Lifeline Transportation Program Cycles 1-6
- Lifeline Transportation Program calls for projects and coordination with CTAs and transit agencies
- Coordination with Caltrans and the region's subrecipients for the FY 20 & 21 Cycle of Section 5310

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Update of the Coordinated Public Transit-Human Services Transportation Plan	Staff	Elements of the Coordinated Plan update	FHWA PL/ General Fund	07/01/23	12/31/23

2	Transformation Action Plan Accessibility Report	Staff	Reports for each of the five accessibility-related actions	FHWA PL/ General Fund	07/1/23	06/30/24
3	Community-Based Transportation Plans	Staff	Oversee plans as implemented by CTAs and provide technical assistance	General Fund STBG STA REAP 2.0	07/01/23	06/30/24
4	Support the implementation of strategies outlined in the Coordinated Public Transit-Human Services Transportation Plan	Staff	Lifeline Transportation Program, Section 5310 Program, and other projects implemented consistent with the Coordinated Plan; implementation activities consistent with the 2018 Coordinated Plan	General Fund STBG STA	07/01/23	06/30/24
5	Fund Lifeline projects	Staff	LTP Projects	General Fund	07/01/23	06/30/24
6	Submit reports and documents to FTA as required	Staff	FTA Quarterly Reports FTA Annual Service Report	General Fund STA	07/01/23	06/30/24
7	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.	Staff	Monitoring reports prepared as required	General Fund STA	07/01/23	06/30/24
8	Support implementation of FTA 5310 FY 18 & 19 and FY 20 & 21 programs	Staff	FTA 5310 FY 18 & 19 Program of Projects FTA 5310 FY 20 & 21 Program of Projects	General Fund	07/01/23	06/30/24
9	Develop and implement a pilot grant program for CBO compensation and/or participatory budgeting planning activities	Staff	Program guidelines and Program of projects	REAP 2.0	07/01/23	06/30/24

10	Funding program for project implementation, technical assistance for project development and capacity building	Staff	Program Guidelines and Program of Projects	STBG	07/01/23	06/30/24
11	Coordinate with Caltrans for the FY 22 & 23 Section 5310 call for projects	Staff	FTA 5310 FY 22 & 23 Program of Projects	General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Complete the update to the Coordinated Plan, expected 2023
- Support priority strategies identified in the Coordinated Public Transit—Human Services Transportation Plan (2018)
- Planning activities and community outreach for the Transformation Action Plan Accessibility Report
- New or updated CBTPs for communities identified as Equity Priority Communities (EPCs)
- Monitor ongoing Lifeline Projects and assistance to project sponsors, county program administrators, and grant recipients, and if any, process subrecipient invoices, quarterly reports and monitor for federal compliance.
- For ongoing Cycle 3 Lifeline projects (if any), review and approve subrecipient invoices/quarterly reports, submit reports as required to the FTA, and monitor compliance with federal requirements
- Develop funding guidelines for CBO compensation program, provide technical assistance to project sponsors, county program administrators, and recipients, and track best practice and outcomes.
- Submit reports and other documentation to Caltrans as required, provide technical assistance to 5310 project sponsors, and begin development of next 5310 cycle
- Continue to implement, oversee, and assess programs to advance the implementation of CBTPs

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1412: Transportation Conformity and Air Quality Planning

Project Manager: Harold Brazil

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 142,571		
Benefits	60,593		
Indirect	101,582		
Total Expenses	**$ 304,746**	**$-**	**$-**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		$ 277,042		
Toll Credit Match	31,777			
Federal Transit Administration (FTA) 5303 (FY 2023-24)		$ 27,704		
Toll Credit Match	3,178			
Total Revenues		**$ 304,746**	**$-**	**$-**

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

1) Integrate regional air quality and transportation planning to meet national ambient air quality standards and achieve the resulting public health benefits.
2) 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)).
3) 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.
4) As needed, conduct air quality planning and policy analysis in response to federal and state air quality regulations.

Description

1) The transportation conformity process is intended to ensure that a federal nonattainment area will keep transportation-related emissions within the bounds needed to bring the state into compliance with 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 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.

2) In March 2008, EPA lowered the national 8-hour ozone standard from 80 ppb to 75 ppb. On March 12, 2009, California Air Resources Board (CARB) submitted its recommendations for area designations for the revised national 8-hour ozone standard and recommended that the Bay Area be designated as non-attainment for the national 8-hour ozone standard. EPA issued final designations by March 12, 2010, based on more up to date monitoring data.

3) On October 1, 2015, EPA strengthened the NAAQS for ground-level ozone to 70 ppb, based on extensive scientific evidence about ozone's effects on public health and welfare. In September 2016, CARB recommended to EPA that the San Francisco Bay Area be designated in nonattainment for the 70 ppb 2015 ozone NAAQS. EPA concurred with CARB's recommendation on April 30, 2018.

4) In 2006, the EPA revised the air quality standards for particle pollution. The 24-hour PM2.5 standard was strengthened by lowering the level from 65 micrograms per cubic meter ($\mu g/m^3$) to 35 $\mu g/m^3$. On December 14, 2009, EPA designated the Bay Area as non-attainment for the national 24-hour PM2.5 standard based upon violations of the standard over the three-year period from 2007 through 2009.

5) 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 also:

   a. Aids 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.
   b. Coordinates with CARB on the development of its regional emissions analysis and prepares model assumptions and analysis for use by CARB.

C. Project Products

1) Participation 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.
2) 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.
3) Participation with Caltrans (Sacramento), CARB, BAAQMD, and other state and federal agencies on state air quarterly planning issues as needed.
4) Provide VMT and related data for local communities to assist in conducting their climate planning activities.

D. Previous Accomplishments and Links to Relevant Products

1) MTC Resolution No. 4482 – Transportation-Air Quality Conformity Analysis Report for Plan Bay Area 2050 and Amended 2021 Transportation Improvement Program
    a. See: https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Air_Quality_Conformity_Report_October_2021.pdf

2) MTC Resolution No. 4544 – Transportation-Air Quality Conformity Analysis Report for Plan Bay Area 2050 and the 2023 Transportation Improvement
    a. See: https://mtc.ca.gov/sites/default/files/documents/2022-09/A-05_Final_AQ_Conformity_PBA2050_and_2023_TIP.pdf

3) Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes
    a. Thursday, July 28, 2022 – https://mtc.ca.gov/sites/default/files/documents/2022-08/AQCTF_7_28_22%20%28revised%207-26-22%29_0.pdf
    b. Thursday, August 25, 2022 – https://mtc.ca.gov/sites/default/files/documents/2022-08/AQCTF_Agenda_Packet_8_25_22_0.pdf
    c. Thursday, September 22, 2022 – https://mtc.ca.gov/sites/default/files/documents/2022-09/AQCTF_Agenda_Packet_9_22_22.pdf
    d. Thursday, October 27, 2022 – https://mtc.ca.gov/sites/default/files/documents/2022-10/AQCTF_10_27_22.pdf
    e. Thursday, December 1, 2022 – https://mtc.ca.gov/sites/default/files/documents/2022-11/AQCTF_Agenda_Packet_12_1_22.pdf
4) VMT data for Santa Clara County communities to assist in conducting their climate planning programs, policies and work.

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will conduct interagency consultation regarding transportation conformity, PM2.5 project-level conformity, and other air quality issues through MTC's Transportation Air Quality Conformity Task. The Task Force meets on a monthly basis, for PM2.5 project-level conformity interagency consultation needs.	Staff	Staff reports Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes.	FHWA PL/FTA 5303	07/01/23	06/30/24

2	Staff will prepare transportation-air quality conformity analysis on RTP and TIP amendments, as needed.	Staff	Transportation conformity analysis	FHWA PL/FTA 5303	07/01/23	06/30/24
3	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.	Staff	Consultation meetings Technical memos Data Exchange	FHWA PL/FTA 5303	07/01/23	06/30/24
4	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, including updating and modernizing EMFAC documentation processes.	Staff	To be determined	FHWA PL/FTA 5303	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

1) Continue to manage and staff the regional Air Quality Conformity Task Force.
2) Prepare draft and final Transportation-Air Quality Conformity Analysis for the TIP and TIP updates as needed.
3) Continue to provide travel demand model data and GHG emission inventory calculation assistance and guidance for local community climate action planning development for cities in the region.

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users.
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1413: Climate Initiatives

Project Manager: Krute Singa/Therese Trivedi

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 644,976		
Benefits	274,115		
Indirect	459,546		
Consultants	117,800,000		
Total Expenses	**$ 119,178,637**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		$ 710,276		
Toll Credit Match	81,469			
Congestion Mitigation and Air Quality (CMAQ) - New		117,800,000		
Toll Credit Match	13,511,660			
Surface Transportation Block Grant (STBG)		668,361		
Toll Credit Match	76,661			
Total Revenues		**$ 119,178,637**	**$**	**$**

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

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.

The regional Climate Initiatives Program is part of Plan Bay Area 2050. Through MTC's four-year One Bay Area 3 Grant Program (FY23-FY26), MTC has approved an increased amount of funding to invest in Climate Initiatives strategies. The funding amounts noted in Section A, Budget, reflect funding that will be programmed over a multi-year period. In FY 23-24 with the increased funding amounts, MTC will ramp up investments in several programs, including Mobility Hubs, transportation electrification and parking management, and will be assessing further investment in Targeted Transportation Alternatives. This suite of programs is intended to help accelerate progress

on meeting the region's GHG reduction target, as well as reducing criteria pollutant emissions by reducing SOV travel.

C. Project Products

With the number of programs under the Climate Initiatives umbrella, please refer to Section E for project product details. The products range from incentives for behavior change to construction of last mile solutions.

D. Previous Accomplishments and Links to Relevant Products

Over the last year, MTC 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:

CMAQ Funds

Commuter Benefits Ordinance: https://511.org/employers/commuter-benefits-program

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: https://511.org/sites/default/files/pdfs/carpool/Interactive%20Employer%20Transportation%20Planning%20Handbook_20211026.pdf

Carsharing

Staff awarded seven pilot projects through a call for applications for the Regional Mobility Hubs program, which incorporates carsharing: pilot projects. The projects are in the process of obligating their funding. More information on the pilot projects can be found here: https://abag.ca.gov/technical-assistance/mobility-hubs-pilot-projects. Staff will be releasing another call for planning or construction projects in February 2023 with an anticipated award in June 2023.Mobility Hubs program information is found on MTC's website - https://mtc.ca.gov/planning/transportation/mobility-hubs.

Vanpool Incentives

Staff have been marketing the program to Bay Area residents.

Staff released vanpool social distancing guidance: https://511.org/sites/default/files/img/pdf/Vanpool%20COVID-19%20Safety%20Guidelines%20v2.pdf

Targeted Transportation Alternatives

Staff are actively testing and reiterating on the experiment design to try a variety of behavioral science techniques to nudge SOV trips to an active or shared mode. The pilot will be ending March 31, 2023.

Trip Caps

Staff completed three modules of the VMT Policy Adoption Technical Assistance program, providing presentations, templates, and localized assistance for remaining Bay Area jurisdictions that have not yet complied with SB 743 (around 70 percent). Staff are now moving into Phase 2 of the program, providing one on one assistance to a small number of cities. All materials from the training modules found here: https://abag.ca.gov/technical-assistance/vmt-policy-adoption-technical-assistance-sb743.

Bike to Work Day/Bike to Wherever Days

Staff continued coordination and implementation of the annual event to encourage bike travel as a viable commuting option: https://bayareabiketowork.com/.

Spare the Air Youth Program

Staff continued implementation of the program to encourage youth and their families to choose active transportation modes to travel to and from school and also consider it a viable transportation option for short trips: https://sparetheairyouth.org/.

Parking Policies and Programs

Staff released a capital grant call for parking management project implementation. Awards are anticipated in June 2023. Staff will be releasing a parking management planning grant call in February 2023 with awards anticipated in June 2023. The grants seek to progress the policies included in the Parking Policy Playbook: https://abag.ca.gov/technical-assistance/parking-policy-playbook.

Transportation Electrification

Staff will be working on two main components of the transportation electrification program: EV Coordinating Council and a multi-part grant and technical assistance program.

EV Coordinating Council: Staff collaborate with the Bay Area Air Quality Management District staff to create programming for the quarterly EV Coordinating Council meetings. The subject for the meetings are based on latest technology and best practices. This year's meetings focusing on developing and implementing EV installation streamlining programs and provided an overview of the reliability of EV charging infrastructure in the Bay Area and sharing challenges and lessons learned. Staff also released an RFP for consultant services to help with the EV Coordinating Council meeting facilitation and content. Staff have selected a consultant and will be receiving approval from the Board to enter into contract.

Transportation Electrification grant and technical assistance program:

Staff continued to coordinate with the Bay Area Air Quality Management District (Air District) on the Air District's electric vehicle charging infrastructure programs. In addition, staff have also been looking at ways to more broadly support electric vehicles and charging infrastructure throughout the region by seeking input from county transportation agencies, transit agencies, community choice aggregators and the Bay Area Air Quality Management District. Staff also issued a letter of interest to local agencies to determine electrification needs. Based on this input, staff are developing a funding program intended to fill gaps in funding for transportation electrification planning and charger implementation. Staff will seek MTC Commission for approval on a funding proposal that includes charging infrastructure grants at transit stations, local jurisdiction fleet planning, county electrification planning and upgrading the bikeshare system to including additional e-bikes and electrified bike pods.

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Commuter Benefits Ordinance	Staff/ consultant (WSP)	Telecommute assistance and resources Assistance and resources to employers for compliance Staff led, with customer service support from consultant (ongoing)	FHWA PL	07/01/23	06/30/24
2	Carsharing/ Mobility Hubs – significant acceleration of investment in carsharing/mobility hubs	Staff, local jurisdictions	Managing capital and planning grant awards for implementation of hub	CMAQ/ FHWA PL/STBG	07/01/23	06/30/24
3	Vanpool	Staff/ Consultant (Commute by Enterprise)	Marketing materials Incentives structure Staff-led, with marketing, incentives, and operations support by consultant (ongoing)	CMAQ/ FHWA PL	07/01/23	06/30/24
4	Targeted Transportation Alternatives	Staff	Use pilot program implementation results to determine broader regional implementation (staff-led with support from consultant	FHWA PL	07/01/23	06/30/24
5	Trip Caps/ VMT Policy Technical Assistance	Staff/ Consultants (Fehr and Peers and Nelson Nygaard)	Technical assistance to cities to adopt VMT policy (ongoing) with presentations, GIS maps, memo and presentation templates	FHWA PL	07/01/23	06/30/24

6	Bike to Work Day/Bike to Wherever Days Program	Consultant (Silicon Valley Bicycle Coalition)	Implement the annual Bike to Work Day/Bike to Wherever Days Program during Bike Month in May throughout the nine-county Bay Area	CMAQ/FHWA PL	12/01/23	06/30/24
7	Spare the Air Youth Program	Consultant (Alta Planning + Design)	Implement a regionwide youth outreach program to encourage K-12 students and their families to walk, bike, carpool or take transit to school and encourage alternative modes as a viable transportation option	CMAQ/FHWA PL	07/01/23	06/30/24
8	Parking	Staff/ Consultant (TBD)	Managing capital and planning grant awards for implementation of parking management projects	CMAQ/FHWA PL/STBG	07/01/23	06/30/24
9	Transportation Electrification	Staff/ Consultant (TBD)	EV Coordinating Council: Meeting agendas, presentations, materials (3-4 in all); Meeting minutes (3-4 in all) Transportation Electrification grant and technical assistance program: developing call for projects and managing capital and planning grant awards	CMAQ/FHWA PL/STBG	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

Continue to implement the Climate Initiatives Program.

G. Federal Planning Factors Addressed

- Increase the safety 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 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.
- Emphasize the preservation of the existing transportation system.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement

Work Element 1511: Conduct Financial Analysis and Planning

Project Manager: Theresa Romell/Terence Lee

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 369,974		
Benefits	157,239		
Indirect	263,607		
Total Expenses	**$ 790,820**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)(Carryover)		$ 272,814		
Toll Credit Match	31,292			
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		$ 129,143		
Toll Credit Match	14,813			
Federal Transit Administration (FTA) 5303 (FY 2023-24)		$ 84,660		
Toll Credit Match	9,711			
State Transit Assistance (STA)		$ 137,230		
General Fund		$ 166,972		
Total Revenues		**$ 790,820**	**$**	**$**

Federal Share **61.53%**

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

Financial analysis is one of the key work areas related to MTC's fund programming and management responsibilities. Below is an overview of the key objectives under this work element:

- Develop realistic, innovative financial plans and strategies supporting the implementation of plans, programs and projects in Plan Bay Area 2050 (which serves as the RTP/SCS for the Bay Area) 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 revenues.

- Develop funding proposals to preserve transit operations/service following the COVID-19 pandemic and to support recovery.
- Evaluate financial projections and estimates for financial constraint of the Transportation Improvement Program (TIP) and RTP.

C. Project Products

- 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.
- Provide financial analysis and support to deliver the recommendations of the Bay Area Transit Transformation Action Plan.
- Prepare financial analyses and scenario forecasts for transit operator Short Range Transit Plans focused on scenario planning for possible futures coming out of the pandemic, including financial capacity assessments for the TIP.
- 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.

D. Previous Accomplishments and Links to Relevant Products

- Developed the funding distribution for approximately $4 billion in transit operations funding from the CARES Act, CRRSAA, and the American Rescue Plan in response to the COVID-19 pandemic: http://mtc.legistar.com/gateway.aspx?M=F&ID=20cba554-5060-47f8-bcad-78839cd78626.pdf; http://mtc.legistar.com/gateway.aspx?M=F&ID=37804afc-84d4-493b-8393-0133712e8bda.pdf.
- Developed Short Range Transit Plan guidelines and post- COVID-19 funding scenarios to facilitate Bay Area transit recovery planning: https://mtc.legistar.com/LegislationDetail.aspx?ID=6015444&GUID=3EFC8D64-DB27-4647-A8B9-BFBEB954691C.
- Developed financial overview of public transit operations funding needs and post-COVID-19 recovery prognosis: https://mtc.legistar.com/LegislationDetail.aspx?ID=6015444&GUID=3EFC8D64-DB27-4647-A8B9-BFBEB954691C.
- Developed annual fund estimate and distributions for transit operating revenues: https://mtc.ca.gov/funding/regional-funding/tda-sta/fund-estimate.

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop the FY 2023-24 annual fund estimate of transit operating revenues	Staff	Annual fund estimate and distribution for FY23-24 Transit Operating Revenues (once)	General Fund	07/01/23	06/30/24
2	Prepare financial elements of the Annual Report	Staff	MTC Annual Report: Financial Elements (once)	FHWA PL/ FTA 5303/ General Fund	07/01/23	06/30/24
3	Update financial planning forecasts for transit operations to support COVID-19 recovery	Staff	-Near term transit revenue estimates and forecasts -Guidance to the Commission and transit operators on revenue outlook.	FHWA PL/ FTA 5303/ General Fund	07/01/23	06/30/24
4	Transportation Improvement Program (TIP) financial constraint and capacity analyses	Staff	Financial Constraint and Financial Capacity Analyses (once)	FHWA PL/ FTA 5303/ General Fund	07/01/23	06/30/24
5	Develop Short Range Transit Plan (SRTP) Revenue Scenario Forecasts and ridership/demand forecast scenarios	Staff	Guidance to all transit operators for the development of recovery focused service plans for the next five to ten years.	FHWA PL/ FTA 5303/ General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Similar tasks to the above.
- Development of revenue forecasts and needs assessments for the next update to the RTP (Plan Bay Area).
- Analysis and engagement for annual federal appropriations.
- Finalize development of next programming cycle of STBG/CMAQ funds.
- Continue programming of FTA Formula (5307/5337/5339) funds to support state of good repair of the system.

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Data in Transportation Planning

Work Element 1512: Federal Programming, Monitoring and TIP Management

Project Manager: Adam Crenshaw/Craig Bosman

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 1,133,667		
Benefits	481,808		
Indirect	807,738		
Total Expenses	**$ 2,423,213**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)(Carryover)		$ 191,724		
Toll Credit Match	21,991			
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		1,436,152		
Toll Credit Match	164,727			
Federal Transit Administration (FTA) 5303 (FY 2023-24)		399,560		
Toll Credit Match	45,830			
General Fund		395,777		
Total Revenues		**$ 2,423,213**	**$**	**$**

Federal Share **83.67%**

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

As the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) 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), large-urbanized area Carbon Reduction Program (CRP), 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, local jurisdictions, and transit operators 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 assists CTAs in the development and implementation of funding policies and programs on a local level, 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.

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. Project Products

- 19 TIP Revisions
- Development of the Draft 2025 TIP Update
- Revisions to the STBG/CMAQ/CRP Program of Projects – FY2023-26
- Listing of Federally Obligated Projects
- Update of the CMAQ Emission Benefits database
- Annual Federal Obligation Plan
- FTA 5307/5337/5339 preliminary Program of Projects
- Sixty concurrence letters for FTA grants
- FTA 5311 Preliminary Programs of Projects
- Regional ATP (see Work Item 1515)

D. Previous Accomplishments and Links to Relevant Products

- 16 TIP Revisions - 575 projects totaling $1.8 billion in net funding change (Calendar Year 2022) https://mtc.ca.gov/funding/transportation-improvement-program-tip
- Managed and implemented Federal STBG/CMAQ programs - $252.9 million delivered (138% of required target) (FY 2021-22)
- 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 - $25 million delivered within region (FY 2021-22)
- Monitored and facilitated delivery of repurposed federal earmarks - $1.6 million delivered within region (FY 2021-22)
- Monitored and facilitated invoicing of FHWA inactive obligations
- FY 2022-23 Annual Federal Obligation Plan (October 2022)
- FY 2021-22 Listing of Federally Obligated Projects (December 2022) https://mtc.ca.gov/digital-library/5023822-fy-2021-22-list-annual-obligations
- FY 2021-22 Update of the CMAQ Emission Benefits database (December 2022)
- Processed multiple invoices for CTA Planning activities
- FTA 5307/5337/5339 – adopted FY 2021-22 through FY 2023-24 preliminary Program of Projects to reflect anticipated and final FTA apportionments (most recent revision in September 2022, https://mtc.legistar.com/LegislationDetail.aspx?ID=5815426&GUID=02EF28CB-B6E4-4B53-B2F2-DD5486AB866D) 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 FY2021-22 through FY2022-23 (April 2022, https://mtc.legistar.com/LegislationDetail.aspx?ID=5546271&GUID=8F90A0D7-AD24-426F-98B6-C32BF6E05802) based on preliminary regional share of state apportionments allocated by Caltrans
- FTA 5310 – assisted Caltrans with implementation of FY 2018 & 2019 cycle and assisted Caltrans with development of FY 2020 and 2021 cycle (see Work Item 1310)
- American Rescue Plan Act – adopted Program of Projects for COVID relief funds distributed through FTA Section 5307 (most recent revision http://mtc.legistar.com/gateway.aspx?M=F&ID=20cba554-5060-47f8-bcad-78839cd78626.pdf)

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Prepare nineteen revisions to Federal TIP 23 CFR §450.326	Staff	TIP Amendments TIP Administrative Modifications TIP Revision Financial Constraint Documentation (as needed)	FHWA PL/ General Fund	07/01/23	06/30/24
2	Develop the Draft 2025 TIP Update 23 CFR §450.326	Staff	Draft 2025 TIP	FHWA PL/ General Fund	11/01/23	06/30/24

3	Continue implementation of federal performance requirements in TIP and other federal programming efforts 23 CFR §450.326(c)(d)	Staff	Linkage of investment priorities with performance targets (ongoing)	FHWA PL/ General Fund	07/01/23	06/30/24
4	Draft TIP transportation investment analyses	Staff	Various TIP Investment Analyses (as needed)	FHWA PL/ General Fund	07/01/23	12/16/23
5	Work with AQ Conformity Task force regarding TIP projects and programming 40 CFR §93	Staff	Attend AQ conformity consultation meetings (monthly); Address AQ conformity in TIP (ongoing); Assist agencies with projects in TIP subject to AQ conformity (as needed)	FHWA PL/ General Fund	07/01/23	06/30/24
6	Monitor federal programs to ensure financial constraint and consistency with TIP and RTP	Staff	Various Fund Program Status Reports (as needed)	FHWA PL / General Fund	07/01/23	06/30/24
7	Manage and implement STBG/CMAQ Programming CA S&H Code 182.6, 182.7	Staff	STBG/CMAQ One Bay Area Grant (OBAG) Program (ongoing)	FHWA PL/ General Fund	07/01/23	06/30/24
8	Manage and implement Federal TAP / State ATP Large MPO Competitive Program 23 USC § 213 (see also Work Item 1515)	Staff	TAP/ATP Cycle Program (ongoing)	FHWA PL/ General Fund	07/01/23	06/30/24
9	Monitor and facilitate delivery of Repurposed Earmarks	Staff	Delivery of repurposed earmarks with obligation deadlines (as needed)	FHWA PL/ General Fund	07/01/23	06/30/24

10	Monitor and facilitate invoicing of pending FHWA inactive obligations 23 USC § 630.106(5)(6)	Staff	FHWA inactive obligations reduction (as needed)	FHWA PL/ STBG/ General Fund	07/01/23	06/30/24
11	Prepare and coordinate MTC's annual obligation plan for local federal-aid projects and monitor delivery CA S&H Code 182.6, 182.7	Staff	Annual Obligation Plan (once)	FHWA PL/ General Fund	07/01/23	06/30/24
12	Prepare annual listing of federally obligated projects 23 CFR §450.334	Staff	Annual Listing of Federally Obligated Projects (once)	FHWA PL/ General Fund	10/01/23	12/31/23
13	Prepare annual update of the CMAQ emissions benefit database 23 USC §149.h	Staff	Annual Update of the CMAQ Emissions Benefit Database (once)	FHWA PL/ General Fund	11/01/23	12/31/23
14	Participate in various statewide federal programming and policy groups, including: California Federal Programming Group (CFPG), HBP, TCC, etc.	Staff	Various TIP procedural enhancements; Various programming and policy outcomes (as needed)	FHWA PL/ STBG/ General Fund	07/01/23	06/30/24
15	Implement regional funding-delivery policy guidance for FHWA-administered funds	Staff	MTC Resolution 3606 Revised (as needed)	FHWA PL/ STBG/ General Fund	07/01/23	06/30/24
16	Engage in discussions for federal legislation implementation and reauthorization	Staff	Various policy and programming outcomes (as needed)	FHWA PL/ General Fund	07/01/23	06/30/24
17	Continue to implement new IIJA/ BIL Act requirements as they are developed by FHWA and FTA	Staff	Various administrative and programmatic updates, TBD	FHWA PL/ General Fund	07/01/23	06/30/24

18	Revise preliminary FTA 5307/5337/5339 Programs of Projects as necessary 49 USC 5307, 5337 and 5339	Staff	FTA Program of Projects (POP) TIP Amendments (as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/23	06/30/24
19	Develop and revise preliminary FTA 5307/5337/5339 Programs of Projects	Staff	FTA Program of Projects (POP) TIP Amendments (as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/23	06/30/24
20	Revise preliminary FTA 5307/5337/5339 Programs of Projects to reflect final apportionments 49 USC 5307, 5337 and 5339 Develop and revise preliminary FTA 5311 Program of Projects (POP) to reflect final apportionments 49 USC 5311	Staff	FTA Program of Projects (POP) TIP Amendments (as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Same as above
- Initiate development of next programming cycle of FTA Formula (5307/5337/5339) funds
- Implementation of IIJA/BIL Act

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1517: Transit Sustainability Planning

Project Manager: Melanie Choy/Kara Vuicich

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 911,156		
Benefits	387,242		
Indirect	649,199		
Consultants	9,965,000		
Total Expenses	**$ 11,912,597**	**$-**	**$-**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)(Carryover)		$ 356,166		
Toll Credit Match	40,852			
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		378,267		
Toll Credit Match	43,387			
Federal Transit Administration (FTA) 5303 (FY 2022-23)(Carryover)		689,157		
Toll Credit Match	79,046			
Federal Transit Administration (FTA) 5303 (FY 2023-24)		1,950,000		
Toll Credit Match	223,665			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)		2,200,000		
Toll Credit Match	252,340			
2% Transit Transfer		450,000		
California Housing Community Development (HCD) (REAP 2.0) - New		411,691		
Exchange Fund		1,500,000		
State Transit Assistance (STA)		1,495,743		
Bay Area Toll Authority (BATA) Regional Measure 2		1,315,000		
General Fund		1,166,573		
Total Revenues		**$ 11,912,597**	**$-**	**$-**

Federal Share	46.79%

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

The Transit Sustainability Planning Work Element captures the collection of regional and system level leadership, policies and coordination work to design, adequately invest in, and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible and reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

Initiatives include the Transit Sustainability Project (TSP) in 2012, Blue Ribbon Transit Recovery Task Force (2021), operator transit plans, and numerous transit studies to advance and improve the customer experience on transit.

Most recently, in September 2021 MTC endorsed the Blue Ribbon Transit Recovery Task Force's 27-point Transit Transformation Action Plan (Action Plan). The Action Plan sets a course for accelerating the Bay Area's transit network transformation while integrating with recovery actions that are on-going in the wake of the pandemic. Central to the Action Plan was a focus on three initiatives that were underway prior to the pandemic. These efforts (Fare Integration and Policy, Mapping and Wayfinding, and Transit Priority on Roadways) were identified and endorsed for accelerated action and focus. MTC will develop an implementation Roadmap and work towards several of actions outlined in the Action Plan.

Over the course of FY 2022-23 MTC staff worked to implement the Clipper BayPass Pilot Program, which is the first "all you can use" transit pass covering all Bay Area transit operators. The first phase of the Clipper BayPass Pilot has been implemented at UC Berkeley, San Francisco State University, San Jose State University, Santa Rosa Junior College, and at 12 affordable housing communities managed by MidPen Housing. In 2023-24, the Clipper BayPass Pilot Program will expand in its second phase to private employers around the Bay Area. MTC staff have also worked to advance the deployment of a common regional transit transfer policy in 2024 upon the launch of the Next Generation Clipper fare payment system. Under the 2012 TSP Initiative, transit priority investments emerged as new program. The TPI program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. Since 2012, $104 million has been programmed to 35 projects. Through this funding program, operators have completed projects that improve transit reliability, speed, and rider experience. This program will evolve and continue through the Transit Transformation Action Plan.

Short Range Transit Plans: Bay Area transit agencies regularly develop and update short-range plans to show operating and capital needs, service plans and budgets over a 10-year horizon. All transit agencies in the Bay Area are required to submit Short-Range Transit Plans (SRTPs) to MTC to comply with various Federal Transit Administration and Caltrans requirements. These are updated on a four year cycle with the most recent update in 2022.

Transit 2050+, an implementation action of the Blue Ribbon Transit Transformation Action Plan and Plan Bay Area 2050, will explore network planning challenges in the diverse nine-county San Francisco Bay Area. Envisioned to be integrated into the minor update to Plan Bay Area 2050, known as Plan Bay Area 2050+, Transit 2050+ will develop the first transit modal plan within the broader regional plan context. Over the course of a three-year planning process, it will explore aspirational goals for the transit network and challenges experienced by riders today and in the future, and then delve into potential network improvements – both capital and operational – to create a more integrated customer-oriented experience. This work will be undertaken with close collaboration of

regional and local transit partners, as well as stakeholder organizations, with input at key junctures from the general public.

C. Project Products

- Semi-annual TPI program reports
- Operator Short Range Transit Plans
- Transit Transformation Action Plan
- Transit 2050+ (formerly known as the Connected Network Plan)

D. Previous Accomplishments and Links to Relevant Products

- TSP Project recommendations adopted in May 2012 http://www.mtc.ca.gov/planning/tsp/
- TPI Project implementation commenced in June 2012 and is ongoing.
  - Rounds 1-4 TPI Incentive grants awarded in January 2013 – May 2016.
  - Round 1-3 TPI grants awarded in September 2014 – January 2017.
  - Beginning in 2017, annually funded TPI projects through the Low Carbon Transit Operations Program (LCTOP).
- 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 https://scta.ca.gov/wp-content/uploads/2020/05/TIES-Final-Report_11.4.19.pdf
  - Initiated the Transit Use Study with UCLA in Fall 2018. https://www.its.ucla.edu/2020/02/26/ucla-unveils-bay-area-transit-ridership-study/
  - Initiated the Southern Alameda Integrated Rail Analysis Fall 2018. https://mtc.ca.gov/planning/transportation/regional-transportation-studies/southern-alameda-county-integrated-rail-analysis-soco-rail-study
  - Crossing Study to be finalized in Fall 2019. https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-crossings-studies
  - Southern Alameda County Integrated Rail Study to be completed by June 2023. https://mtc.ca.gov/planning/transportation/regional-transportation-studies/southern-alameda-county-integrated-rail-analysis-soco-rail-study
- Five Year Large Operator TSP Performance Metric Assessment Update (Programming and Allocations Committee, February 2019) https://mtc.legistar.com/LegislationDetail.aspx?ID=5025377&GUID=B7D38EC8-E9D3-45F3-B4D9-1B3C8B12769D&Options=&Search=
- Adopted a TSP Performance Metrics policy for Small and Medium Transit Operators (Resolution No. 4321, February 2019) https://mtc.ca.gov/sites/default/files/MTC_ResNo_4321_STA_Pop-Based_Funds.pdf
- Ongoing Annual Transit Operator Performance Metric Review (2019- Beyond)
- Convening of Blue Ribbon Transit Recovery Task Force (2021) https://mtc.ca.gov/about-mtc/committees/interagency-committees/blue-ribbon-transit-recovery-task-force
- Completion of initial tasks for Transit 2050+ (formerly known as the Connected Network Plan), including draft network definition and goals and objectives, and selection and onboarding of consultant team.
- Short-Range Transit Plan Updates https://mtc.ca.gov/planning/transportation/regional-transportation-studies/short-range-transit-plans-srtp
- 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. https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-crossings-studies
- 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 2023-24)

Task No.	Description	Responsible Party	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.	Staff	Semi-annual reports to the Commission (two)	FTA 5303/ BATA RM 2 Capital/ General Fund / FHWA PL	07/01/23	06/30/24
2	Transit Agency performance and financial sustainability.	Staff	Inputs to Funding Advocacy Program and Strategies	FTA 5303/ BATA RM 2 Capital	07/01/23	06/30/24
3	Facilitate the development of Short Range Transit Plans (SRTPs) for transit operators.	Staff	Reports of 10-year transit operator capital and operating budgets, plans, and programs for selected operators (as needed)	FHWA PL/ FTA 5303/ STA	07/01/23	06/30/24
4	Implement recommendations from the B and Transformation Action Plan	Staff	Program Updates to the Commission	STA/STBG/REAP 2.0/General Fund	07/01/23	06/30/24
5	Transit Fare Coordination/ Integration Study and Business Case	Staff	Continue progress and outline next steps on study recommendations (ongoing)	STA/ STBG/ General Fund	07/01/23	06/30/24

6	Transit 2050+ (formerly known as the Connected Network Plan):	Staff and Consultant (TBD)	Analysis of existing conditions, needs, gaps, and opportunities Development of network concepts Evaluation and assessment of network concepts, including associated capital and operating investments Identification of a preferred network concept for incorporation in the final Plan Bay Area 2050+ Blueprint	FTA 5303/General Fund	07/01/23	6/30/24
7	Continue to program/ fund TPI-like projects through Cap-and-Trade Low Carbon Transit Operations Program funding on an annual basis and OBAG in future years. LCTOP program approval of TPI projects by Commission TPI Call for projects	Staff	LCTOP program approval of TPI projects by Commission TPI Call for projects (as needed)	STA/ STBG/ General Fund	07/01/23	06/30/24
8	Support and participate in the development of a business plan for Diridon Station, which will be used to guide key next steps in the project	Staff/Agency (Caltrain)	Funding agreement Project Deliverables (memos, presentations)	STBG	11/01/22	06/30/23
9	Regional Zero Emissions Fleet Strategy	Consultant (TBD)	Project Deliverables (memos, presentations)	FTA 5303/ STBG / General Fund	11/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Continual planning for the TPI program and the Annual LCTOP programming for TPI projects.

- Continue supporting Transit Recovery and Improvement efforts
- Continual advancement of the Transit Transformation Action Plan
- Ongoing and evolving Transit Coordination and engagement
- Continuation/advancement of transit coordination and ridership initiatives and studies
- Completion of Transit 2050+ and adoption of Plan Bay Area 2050+

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1522: SFMTA Muni Metro Modernization Planning Study

Project Manager: Bobby Lu

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Consultants	$ 1,200,000		
Total Expenses	**$ 1,200,000**	**$**	**$**

Revenues	FY 2023-24 Budget	Amendment No. 1	Change
Federal Transit Administration (FTA) 5304 (FY 2022-23)	$ 500,000		
SFMTA Local Funding	700,000		
Total Revenues	**$ 1,200,000**	**$**	**$**

Federal Share **41.67%**

B. Project Description

The SFMTA's Muni Metro light-rail system is the second busiest light-rail system in the country with almost 170,000 daily riders (pre-COVID). The system is critical to providing mobility and accessibility to support San Francisco's dense transit-oriented land uses. Yet the system is plagued by growing and aging pains resulting in frequent crowding and slow unreliable service. Building on critical investments already underway to improve State of Good Repair and begin modernizing the train control system, the Muni Metro Modernization Planning Study will identify a package of projects to provide much-needed capacity and reliability improvements for Muni Metro. Together, selected strategies will provide Muni rail customers faster, longer trains, providing a quality of service that can be relied upon. The outcome of the Study will be a package of projects to pursue that would be eligible and competitive for a Federal Transit Administration (FTA) Core Capacity Capital Investment Grant and further definition of investments along key surface segments of the Metro rail system with a focus on the M-line between West Portal and San Francisco State University.

This Study will build on the work of the ongoing Muni Metro Core Capacity Vision Analysis. The Vision Analysis is being developed using a separate funding source. It will include baseline analysis of Muni Metro demand and capacity at critical points within the rail network. Based on these findings, a desired future level of train throughput through critical subway and surface points in the network will be identified, which will then set performance target thresholds for each of these segments. The performance target thresholds will be used to guide development and evaluation of capacity-enhancing investments through the Muni Metro Modernization Planning Study. The Study will use these inputs to refine and advance a program of feasible projects to achieve the target level of capacity improvement, completing needed analytical and technical work to ready the package for entry into the Project Development phase of the Capital Investment Grant program. It also advances project development of investments for critical Metro surface segments, particularly the M Ocean View between West Portal and San Francisco State

University, readying the project for a focused community outreach process that would follow completion of grant activities.

The Muni Metro Modernization Planning Study will:

- Assess the feasibility and potential transit capacity improvements associated with a variety of strategies
- Create a toolkit of feasible strategies by surface rail corridor to support subsequent phases of project outreach and design, with particular emphasis on delay and capacity solutions for the M Ocean View from West Portal to San Francisco State University (SFSU)
- Engage key stakeholders to provide program-level input to help scope project-specific outreach that would follow on a project-by-project basis following grant scope completion
- Develop a funding and implementation strategy that sets projects up for competitive an FTA Core Capacity Capital Investment Grant

C. Project Products

- Develop a major capital program that holistically addresses longstanding capacity and reliability issues on the Muni Metro system.
- Develop a Funding and Implementation Strategy for the Muni Metro Modernization Core Capacity Program, targeting the FTA Core Capacity grant program
- Publish a summary Report
- Perform initial conceptual design on the key M Ocean View trunk line

D. Previous Accomplishments and Links to Relevant Products

- 2014 SFCTA 19th Avenue Transit Study: https://www.sfmta.com/sites/default/files/projects/19thAve_final_report.pdf
- 2016 Draft Rail Capacity Study: https://www.sfmta.com/reports/sfmta-rail-capacity-strategy
- 2016 Muni Subway Expansion Project: https://www.sfmta.com/projects/muni-subway-expansion-project
- 2017 Core Capacity Transit Study: https://mtc.ca.gov/planning/transportation/regional-transportation-studies/core-capacity-transit-study-ccts
- ConnectSF: Available at https://connectsf.org/about/resources-and-media/:
    - ConnectSF Transit Outreach Strategy Reports (2019-2021)
    - ConnectSF Transit Strategy
    - Statement of Needs Final Report
    - ConnectSF Vision
    - ConnectSF Subway Vision
    - ConnectSF Futures Primer

E. Work Plan (FY 23-24)

Task No.	Activity	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Quarterly Invoicing, Progress Reports and Project Management	Staff	Quarterly Project Reports, Invoices, other compliance documentation as needed	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	07/01/23	06/30/24
2	Outreach and stakeholder involvement	SFMTA, SFMTA Consultant	Outreach plan, outreach summary	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	07/01/23	06/30/24
3	Strategy identification, research/integration	SFMTA, SFMTA Consultant	Stakeholder meetings, strategy research/ analysis, summary technical memo	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	07/01/23	08/31/23
4	Strategy capacity evaluation	SFMTA, SFMTA Consultant	Strategy capacity evaluation – documentation of results	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	07/01/23	10/31/23
5	Feasible initial investments by corridor (M Ocean View surface optimization concept development)	SFMTA, SFMTA Consultant	Documentation of initial feasible concepts by corridor with narrative, visuals, and concept-level cost estimates	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	11/01/23	06/30/24

6	Funding and implementation strategy	SFMTA, SFMTA Consultant	Documentation of funding and implementation strategy	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	05/01/24	06/30/24

F. Anticipated Future Activities (FY 2024-25)

Task No.	Activity	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Quarterly Invoicing, Progress Reports and Project Management	Staff	Quarterly Project Reports, Invoices, other compliance documentation as needed	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	Ongoing	02/28/25
2	Outreach and stakeholder involvement	SFMTA, SFMTA Consultant	Outreach plan, outreach summary	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	Ongoing	02/28/25
3	Funding and implementation strategy	SFMTA, SFMTA Consultant	Documentation of funding and implementation strategy	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	Ongoing	09/30/24
4	Study Findings Report	SFMTA, SFMTA Consultant	Draft and Final Findings Report	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)	07/01/24	01/31/25

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Work Element 1611: Regional Growth Framework Planning and Implementation

Project Manager: Mark Shorett

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 1,097,245		
Benefits	466,329		
Indirect	781,787		
Consultants	89,251,266		
Total Expenses	**$ 91,596,628**	**$-**	**$-**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		$ 179,316		
Toll Credit Match	20,568			
Federal Transit Administration (FTA) 5303 (FY 2023-24)		663,453		
Toll Credit Match	76,098			
Surface Transportation Block Grant (STBG) - New		25,000,000		
Toll Credit Match	2,867,500			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)		54,310,430		
Toll Credit Match	6,229,406			
Surface Transportation Block Grant (STBG)(Local Match Required)		6,649,034		
Local Match - General Fund		861,453		
California Department of Conservation		250,000		
Local Match		100,000		
California Housing Community Development (HCD) (REAP 2.0) - New		316,431		
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)		40,000		
Local Match - General Fund		5,182		
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)		-		
Exchange Fund		2,000,000		

General Fund		1,221,329		
Total Revenues		**$ 91,596,628**	**$-**	**$-**

Federal Share **94.77%**

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

The Regional Growth Framework is a centerpiece of Plan Bay Area 2050, the regional plan for transportation, housing, economic development and environmental resilience, which serves as the Regional Transportation Plan/Sustainable Communities Strategy. A focused pattern of development near high-quality transit is what enables the region to develop and implement a set of fiscally constrained transportation investments, improve air quality, advance equity, grow transit ridership, expand access to opportunity, enhance economic efficiency and improve mobility options for all residents. In Plan Bay Area 2050, this framework is made up of a network of Growth Geographies, including Priority Development Areas (PDAs), Priority Production Areas (PPAs), as well as complementary Priority Conservation Areas (PCAs) selected to maximize the effectiveness of transportation investments funded through the Plan, protect and enhance the environment, increase economic competitiveness and directly benefit the region's transportation system performance.

Implementation initiatives identified in Plan Bay Area and carried out during FY 21-22 and FY 22-23 strengthened the Regional Growth Framework by establishing two key policies and programs to better connect the Plan's regional-scale vision to local land use and investment decisions. The first, the Commission-adopted Transit Oriented Communities Policy, establishes planning standards for areas around transit stations receiving significant public investment through the RTP and other regional discretionary programs to optimize the effectiveness of these investments, and updates the 2005 Transit-Oriented Development Policy. The second, Priority Sites, also seeks to optimize the effectiveness of key transportation investments by adding a new Regional Growth Framework designation ("Priority Sites") to identify sites where transit-oriented development projects can achieve the greatest improvements in system performance and make the greatest strides toward implementing Plan Bay Area. Established by the Commission in 2023, Priority Sites will be rolled out as a key pilot project alongside Priority Production Areas, which seek to expand economic opportunity, particularly in communities with limited access to jobs and historic marginalization, while also increasing the efficacy of net-zero emissions technologies and reducing the need for lengthy commutes in single-occupancy vehicles, in the process reducing the air pollution burden.

Through MTC's four-year One Bay Area 3 Grant Program (FY23-FY26), MTC has approved an increased amount of funding to invest in Regional Growth Framework Planning and Implementation. The funding amounts noted in Section A, Budget, reflect funding that will be programmed over a multi-year period. Following the award of a new round of planning grants in FY 22-23, in FY 23-24 MTC will ramp up investments in Planning Grants (Task 1) and Technical Assistance guidance (Task 2), as well as investments to implement the Transit Oriented Communities Policy (Task 3) and pursue pilot programs, including Priority Sites and Priority Production Areas, and key regional studies (Task 4). These additional funds are needed to assist local jurisdictions in implementing the forecasted development pattern of Plan Bay Area 2050, which includes more growth geography areas than in former plans, and to ensure that the update to Plan Bay Area 2050 is shaped by the lessons learned from these implementation activities. These tasks will be complemented by carrying out and updating the Priority Conservation Area program (Task 5)..

In FY23-24, the Regional Growth Framework Planning and Implementation Program focuses on six tasks:

1) Planning Grants that implement Plan Bay Area 2050's Regional Growth Framework by supporting jurisdictions to plan for transit-supportive land uses near transit stations and along transit corridors in locations identified in the Plan, such as Priority Development Areas (PDAs), through strategies related to parking, complete streets, pedestrian and cyclist safety, equity, multimodal circulation and access—spurring ridership, improving system performance and safety, expanding access to opportunity, advancing equity and reducing the need for single-occupancy vehicles. The increased funding in FY23-24 will augment the existing program and enable MTC to support an additional 20-30 local plans over the next four years. Plans supported through these grants must include a robust public engagement process-integrating Virtual Public Involvement (VPI) tools to the extent possible and incorporate an equity assessment to help ensure that transit-oriented development benefits underserved and disadvantaged communities. In addition, all grant-funded plans follow a best practices approach to ensuring Planning and Environment Linkages (PEL) by carrying out a collaborative and integrated approach that considers environmental, community, and economic goals early in the planning process, and using the information, analysis, and products developed during planning to inform the environmental review process.

   Although the majority of Priority Development Areas (PDAs) have adopted plans, many have yet to initiate plans and others will need to update 10–20-year-old plans in the coming years. In addition, jurisdictions that have not yet nominated PDAs but are subject to the Transit Oriented Communities Policy may need to complete plans to comply with the policy. To meet this need, staff may issue an additional call for projects for Planning grants, contingent upon available funding, to complement the funding awarded in FY 22-23. For an example of a grant-funded plan, see the Diridon Integrated Station Concept Plan: https://www.diridonsj.org/disc.

2) Technical Assistance and other programmatic guidance to local governments to identify and advance shared solutions to regionally significant obstacles to successful transportation and land use integration and to reduce single-occupancy vehicle trips, such as continued support to shift the transportation impact review process from Level of Service (LOS) to Vehicle Miles Travelled (VMT). This may include assistance delivered by consultants or MTC staff, forums, trainings and webinars. The increased funding in FY23-24 will augment the existing program and enable MTC to support an additional 10-20 Technical Assistance projects over the next four years. For an example of Technical Assistance delivered through this Work Element, see MTC's set of LOS to VMT resources, which staff will continue to deliver: https://mtc.ca.gov/sites/default/files/SB%20743%20Key%20Implementation%20Steps_0.pdf.

3) Transit-Oriented Communities (TOC) Policy Implementation, including the development and dissemination of guidance to local and county partner agencies, and the review and verification of documentation of compliance submitted by local governments subject to the policy. Key activities during FY23-24 will include finalizing policy and procedural guidance, user testing of documentation methods, stakeholder engagement, and beginning the process of verifying submitted documentation for compliance with the TOC policy. As part of the stakeholder engagement process, MTC staff will analyze any potential coordination opportunities with Federal Land Management Agencies if the policy is applicable to any federal land. For more information about the TOC policy, see: https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy.

4) Regional Studies & Pilot Programs that analyze challenges and opportunities related to elements of the Regional Growth Framework introduced Plan Bay Area 2050--such as Priority Production Areas and strategies to create equitable transit-supportive growth on public land and aging mall sites—and advance innovative pilot projects and policies that will be assessed and potentially replicated regionwide to accelerate implementation of Plan Bay Area 2050. In 2023-24, this will include launching two pilot programs, Priority Production Areas and Priority Sites, both of which will deliver technical assistance to potentially replicable projects that accelerate the implementation of Plan Bay Area 2050 and the Regional

Growth Framework. In the case of Priority Sites, the pilot will identify the strongest locations for equitable transit-oriented development in the Bay Area with support from local, non-profit, and private sector partners. The lessons learned from these pilot efforts will help inform the next RTP/SCS, and, if successful, create the foundation for additional future partnerships and investments – including coordination with the recently created Bay Area Housing Finance Authority (BAHFA). For an example of previous regional studies, see MTC's Infrastructure Financing Study: https://mtc.ca.gov/sites/default/files/Infrax_Financing_White_Paper_6-23-16.pdf.

5) Priority Conservation Area Program Administration and Update, including the management of existing grants supporting projects in PCAs that implement Plan Bay Area 2050 (e.g. completion of portions of the San Francisco Bay Trail) and completion of a collaborative initiative to update the program. Consistent with Plan Bay Area 2050's implementation plan, staff will continue to advance a broad-based, multi-partner and multi-stakeholder PCA "Refresh" involving: analysis of the strengths and weaknesses of the current PCA program; developing a vision for next-generation PCAs; establishing goals and objectives for PCAs utilizing a science-based approach, with a focus on prioritizing the most critical conservation areas; expanding the PCA planning framework to encompass factors such as resilience to climate hazards, equity, and access to parks and open space; and strengthening data and mapping tools in advance of the next regional plan (RTP/SCS). In addition to the next regional plan, this initiative will inform priorities for future PCA grants.

C. Project Products

1. Completed Plans (e.g., Station Area Plans, Specific Plans) and call for projects
2. Guidance Resources (e.g., model zoning and policy language to comply with TOC policy)
3. Forums, Trainings and Webinars (e.g., VMT reduction "how to"; TOC policy implementation "how to")
4. Designation of Priority Sites
5. Completed Regional Studies (e.g., assessment of infrastructure needs of Priority Sites)
6. Pilot Program Implementation (e.g., technical assistance and pilot funding to Priority Sites and PPAs, and evaluation of outcomes)
7. Completed PCA Grants; Completed PCA Refresh

D. Previous Accomplishments and Links to Relevant Products

- Awarded more than 120 PDA/Station Area planning and Technical Assistance grants totaling $57 million and resulting in capacity for over 150,000 housing units and 120 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. (2007-2023)
- Convened more than 50 Webinars and Forums and disseminated resource materials, including in FY 2022-23 step-by-step guidance for implementing California's Vehicle Miles Travelled transportation analysis standards, advancing transit-oriented development on publicly owned lands, and work groups supporting local governments facing shared issues such as aging malls and office parks ripe for redevelopment. (2018-2023)
- Established and refined a nationally recognized Regional Growth Framework that evolved through three iterations of Plan Bay Area to integrate land use more efficiently and effectively with transportation investments. (2008-2022)
- Adopted the Transit Oriented Communities (TOC) Policy, updating the TOD policy with a more comprehensive set of standards to ensure communities near fixed-guideway transit—among the region's largest transportation investments—are planned in a manner that facilitates transit-supportive residential and commercial densities, advances parking best practices, and holistic planning for all modes, ages, and abilities. (2022)
- Completed 11 requests for projects for PDA Planning/Technical Assistance, including a call in FY 22-23. (2008-2023)

- Reviewed county congestion management agency PDA Investment and Growth Strategies for each iteration of Plan Bay Area, including enhancements for the most recent set of Strategies that identified transportation and transit-supportive housing projects in each PDA (2022)
- Updated PDA Planning Guidelines (2018, 2021, 2022)
- Launched competitive grant program for natural landscapes, agricultural lands, regional recreation and urban greening projects in Priority Conservation Areas, and awarded grants (2019)
- Established Priority Production Areas (PPA) criteria and pilot program to identifying these areas (2019)
- Adopted more than 200 locally nominated Priority Development Areas (PDAs) and 165 Priority Conservation Areas (PCAs), leveraging updated growth framework criteria (2019-20), for Plan Bay Area 2050.
- Completed TOD on Public Lands Study (2018)
- Completed Infrastructure Financing White Paper (2016)
- Completed SR 82 Relinquishment Exploration Study (2015)
- Completed certification of Sonoma Marin Rail Transit Ph. 1 consistency with MTC TOD policy (2010)

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Planning Grants	Consultants (TBD); Staff	Completed Plans (existing grants); Call for projects (as needed)	STBG/ FHWA PL/FTA 5303	07/01/23	06/30/24
2	Technical Assistance	Consultants (TBD); Staff	Completion and/or dissemination of new Guidance Resources; Completion of technical assistance projects; Forums, Trainings and Webinars (as needed)	STBG/General Fund	07/01/23	06/30/24
3	Transit-Oriented Communities Policy Implementation	Consultants (TBD); Staff	Completion and dissemination of Guidance documents; Memos, presentations, and notes from stakeholder engagement	General Fund	07/01/23	06/30/24

4	Regional Studies & Pilot Programs	Consultants (TBD); Staff	Completed Regional Studies; Proposed and completed Pilot Programs (as needed)	General Fund	07/01/23	06/30/24
5	Priority Conservation Area Program (PCA)	Consultant (TBD); Staff	Memos, Presentations, and Project Data regarding PCA refresh (ongoing); Completed grant-funded projects	California Department of Conservati on/ General Fund/STB G	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

1. Carry out existing Planning Grants
2. Pending available funding, issue call for Planning Grants to meet remaining need in unplanned PDAs
3. Carry out existing, and deliver additional, Technical Assistance to implement the Regional Growth Framework
4. Continue to deliver guidance to enable local governments to comply with the Transit-Oriented Communities Policy and any conditions related to OBAG3, and review local jurisdiction compliance
5. Complete regional studies addressing emerging challenges related to implementing the Regional Growth Framework and the SCS/RTP
6. Produce final report and mapping products for the PCA Refresh project
7. Carry out Priority Conservation Area grants
8. Based upon findings from Regional Studies and Pilot Program efforts in 2023-24, assess outcomes, consider program expansion, and inform the next RTP/SCS

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Federal Land Management Agency (FLMA) Coordination

Work Element 1621: Network Management — Planning for Implementation

Project Manager: Shruti Hari

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 16,201		
Benefits	6,886		
Indirect	11,543		
Consultants	246,993		
Total Expenses	**$ 281,623**	**$**	**$**

Revenues	FY 2023-24 Budget	Amendment No. 1	Change
Federal Transit Administration (FTA) 5304 (FY 2021-22) (Carryover)	$ 246,993		
General Fund	34,630		
Total Revenues	**$ 281,623**	**$**	**$**

Federal Share **87.70%**

B. Project 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 increasingly, 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 (BRTRTF). The Task Force and staff will recommend a preferred alternative structure(s) for Regional Network Management (NM) and will identify next steps.

C. Project Products

- Define and confirm priority accountability areas (responsibilities) for network management
- Evaluate and make recommendations on a regional network management (RNM) framework.
- Identify next steps for implementation of the RNM Framework.

D. Previous Accomplishments and Links to Relevant Products

Deliverables expected to be completed in FY 2022-23

- Project plan and schedule
- Memo on problem statement and existing conditions
- Draft Final RNM Report

- Commission review and approval of RNM Framework

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Administration (cont'd from FY22)	Staff	Progress Reports to Caltrans; Invoices to Caltrans (ongoing)	General Fund	07/01/22	06/30/24
2	Existing Conditions, Refine Network Management Functional Areas	Consultant (VIA- A Perkins Eastman Studio)	Document existing conditions and problem statement; Memo on Functional Areas (ongoing)	FTA 5304/ General Fund	12/08/21	11/30/22
3	Develop Network Management Structure Alternative/s (cont'd from FY22)	Consultant (VIA)	Memo on Refinements to alternatives; Memo on criteria and methodology; Report comparing performance of each alternative (ongoing)	FTA 5304/ General Fund	07/01/22	12/01/22
4	Alternatives Analysis	Consultant (VIA)	Memo on criteria and methodology; Report describing the performance of alternative for selected functional areas	FTA 5304/ General Fund	08/01/22	3/31/23
5	Recommendations and Next Steps to Implementation	Consultant (VIA)	Memo on recommended NM Alternative(s); Memo on next steps to achieve implementation; draft summary report	FTA 5304/ General Fund	08/01/22	03/31/23

6	Stakeholder and Community Engagement (cont'd from FY23)	Staff and Consultant (VIA)	Agendas, presentation materials, and meeting minutes (as needed)	FTA 5304/ General Fund	07/01/23	06/30/24
7	Final Report and Board Review/Approval	Consultant / Staff	Final Report; Agendas, presentation materials, and meeting minutes	FTA 5304/ General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

N/A — Project to be completed by then

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1622: Next-Generation Bay Area Freeways Study

Project Manager: Anup Tapase

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 517,622		
Benefits	219,989		
Indirect	368,805		
Consultants	517,727		
Total Expenses	**$ 1,624,143**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)		$ 417,611		
Toll Credit Match	47,900			
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)		292,188		
Local Match - General Fund		73,047		
Bay Area Infrastructure Financing Authority (BAIFA)		193,715		
General Fund		647,583		
Total Revenues		**$ 1,624,143**	**$**	**$**

Federal Share **43.70%**

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

The Bay Area's freeway network suffers from chronic traffic congestion that continues to adversely impact the region even as travel patterns change post-COVID-19. A fundamental and generational shift is needed to transform the Bay Area transportation landscape, and freeway pricing solutions offer potential to manage demand on freeways while enhancing mobility, climate and equity goals. 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.

The Next Generation Bay Area Freeways Study is a two-year study that seeks to collaboratively develop equitable

pathways toward a priced, modern and multimodal next-generation freeway network. MTC staff will partner with state, regional and county agencies as well as non-governmental stakeholders from business, non-profit, advocacy and various interest groups and the public to co-create pathways toward the vision that weave together pricing and complementary strategies necessary for win-win outcomes. 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.

Work will be led by MTC staff with some support from consultants. The study will be conducted 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. Project Products

Report summarizing the study process, analysis and recommendations toward a next-generation freeway network, including a phased implementation plan.

D. Previous Accomplishments and Links to Relevant Products

All deliverables can be found here: https://mtcdrive.box.com/s/45w0nh1j7kt3fo0ii4e5a20jbsgfxp15

- (Task 01) Formation of Next Gen Freeways Study staff-level Advisory Group and executive level Ad Hoc Exec Group composed of diverse stakeholders representing government at state, regional and county levels, business, non-profit, academia, equity populations and various interest groups.
- (Task 02) Consultant procurement for public engagement activities.
- (Tasks 1 & 2) Existing and Forecasted Conditions Memo
- (Task 3) Equity Framework for the study
- (Task 3) Preliminary Goals
- (Task 4) Round 1A Engagement Report (small group discussions)
- (Task 4) Round 1B Engagement Report (public webinars on "The Future of Freeways" and web survey)
- (Task 5) Final Goals, Outcomes and Draft Performance Indicators
- Work in progress as of February 2023, to be completed in FY22-23
    - (Task 6) Pathway Definitions
    - (Task 7) Analysis Round 1

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Administration (Task 01 in workplan)	Staff	Quarterly invoices and progress reports	FHWA SP&R/ FHWA PL/ General Fund	Ongoing	03/31/23

2	Pricing Deployment Strategies (Task 8 in project workplan) This task will explore options for deployment for critical elements such as field technology and payment collection mechanisms.	Staff/ Consultant	Options for deployment of pricing strategies Evaluation of options Cost estimates for pricing deployment strategies (as needed)	FHWA SP&R/ General Fund/ FHWA PL	01/01/23	08/31/23
3	Public Engagement (Round 2 of 2): Refining Pathways (Task 9 in project workplan) 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.	Staff/ Consultant (TBD)	Material for communicating preliminary outcomes of pathways Materials to visualize the system in 2035 Memorandum summarizing engagement activities and findings Feedback to refine pathways (as needed)	FHWA SP&R/ General Fund/ FHWA PL	06/01/23	09/30/23
4	Analysis (Round 2 of 2): Outcomes of Prioritized Pathways (Task 10 in workplan) 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.	Staff	Memorandum/presentation summarizing final travel, environmental and gross revenue outcomes of 3-4 pathways Metrics to measure success of pathways in achieving goals (as needed)	FHWA SP&R/ General Fund/ FHWA PL	08/01/23	12/31/23

5	Financial Forecasting and Business/Economic Case (Task 11 in project workplan) This task is to forecast financials through 2050 and develop a potential investment timeline to implement pathways and conduct a benefit-cost analysis.	Staff	Financial forecasts through 2050 Potential investment plan for financial analysis Business case (as needed)	FHWA PL	11/01/23	01/31/24
6	Recommendations and Implementation Plan (Task 12 in project workplan) This task is to develop recommendations for further study and a high-level implementation plan for the upcoming years.	Staff	Recommendations for further study High-level implementation plan (as needed)	FHWA PL	02/01/24	04/30/24
7	Draft and Final Report (Task 13 in project workplan) This task is to compile the study process and results to be shared with the public, decision-makers and stakeholders. MTC staff will present findings to state partners Caltrans D4, Caltrans HQ and other MPOs.	Staff	Draft Report Briefer Final Presentation Final Report Board Adoption/ Acceptance (once)	FHWA PL	02/01/24	06/30/24

F. Anticipated Future Activities (FY 2024-25)

N/A. Project to be completed in FY 2023-24

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Elements Funded by Federal/State Grants and Local Sources

FY 2023–2024

Work Element 1120: Regional Conservation Investment Strategy

Project Manager: Jeanette Weisman

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Consultants	$ 268,743		
Total Expenses	**$ 268,743**	**$**	**$**

Revenues	FY 2023-24 Budget	Amendment No. 1	Change
State of California, Wildlife Conservation Board (Proposition 68)	$ 182,739		
BATA Rehabilitation Program	86,004		
Total Revenues	**$ 268,743**	**$**	**$**

Federal Share **0.00%**

B. Project Description

Wildlife Conservation Board Funds and matching funds is supporting 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 short amount of time. Funding supported procurement of a consultant (Consultant), Environmental Science Associates, to lead the development of the RCIS 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 has developed and begun implementing a Public Engagement Plan to involve community stakeholder participation throughout the course of the Project. With core team and stakeholder guidance, Consultant has developed 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 has identified focal species and their habitat requirements, and the stressors and pressures associated with these species and their habitat, as well as 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 under development, includes 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 support the necessary processes for developing a RCIS; public and agency outreach and engagement; scientific, financial, and technical analysis; and strategic planning. The RCIS is an independent plan and a requirement to development of a mitigation credit agreement, which is a CDFW advanced mitigation tool. The

MCA would be a valuable way of advancing mitigation for the Resilient SR 37 Corridor Program. This effort also directly supports the goals and identified Implementation Plan elements of MTC's Plan Bay Area 2040 and 2050.

C. Project Products

- 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

D. Previous Accomplishments and Links to Relevant Products

Since 2015, MTC has been collaborating with California Department of Transportation (Caltrans), Sonoma County Transportation Authority (SCTA), Solano Transportation Authority (STA), Napa Valley Transportation Authority (NVTA), and Transportation Authority of Marin (TAM) 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.

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Management	Staff	-Coordination meetings -Invoices -Progress Reports	BATA/Prop 68	07/01/22	12/31/23
2	Steering Committee	Staff	-Coordination meetings -Project guidance	BATA/Prop 68	07/01/22	10/30/23

3	Public Outreach and Engagement	Staff	-Targeted outreach and meetings/ workshops	BATA	07/01/22	12/31/23
4	Develop RCIS	Staff	-Regional setting -Climate change/sea level rise analysis -Conservation strategy -Draft and Final RCIS	BATA/Prop 68	07/01/22	12/31/23

F. Anticipated Future Activities (FY 2024-25)

- 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.

G. Federal Planning Factors Addressed

- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Promote efficient system management and operation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Public Involvement
- Federal Land Management Agency (FLMA) Coordination
- Data in Transportation Planning

Work Element 1233: Transportation Asset Management (TAM) Program

Project Manager: Sui Tan/Bryan Redmond

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 338,875		
Benefits	144,022		
Indirect	241,448		
Consultants	18,212,419		
Total Expenses	**$ 18,936,764**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Surface Transportation Block Grant (STBG) (OBAG 3) - New		$ 3,220,000		
Toll Credit Match	369,334			
Surface Transportation Block Grant (STBG)		12,000,000		
Toll Credit Match	1,376,400			
Surface Transportation Block Grant (STBG)		101,137		
Local Match - General Fund		13,103		
Systemic Safety Analysis Report Program Local (SSARPL)		287,382		
Local Match		35,922		
Pavement Management Program (PMP Sales)		2,000,000		
Pavement Management Technical Assistance Program (PTAP)		543,900		
General Fund		735,320		
Total Revenues		**$ 18,936,764**	**$**	**$**

Federal Share **80.91%**

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 and maintain a comprehensive and integrated transportation asset management system that supports local agency investment decisions using quality data and analysis tools that encourage the consideration of long-term consequences on roadway assets and system performance in alignment with building safe, sustainable, and equitable transportation systems

- 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 U.S. 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/Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) processes
- 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.
- Support development of Local Road Safety Plans regionwide to ensure compliance with requirements for receiving HSIP funding and encourage implementation of safety plans generally.
- Coordinate regional Safety/Vision Zero efforts through regional peer exchanges and best practices workshops
- Enhance existing data-based tools for safety analysis through improved functionality and access to newer, more innovative data sources
- Support MTC's Complete Streets policy and regional safety/Vision Zero initiative by using an integrated transportation asset management system to manage roadway safety data
- Support MTC's Equity Platform by integrating equity tools in transportation asset management system

Description

- Update and refinement of the Regional Transit Capital Inventory (RTCI)
- Develop, upgrade, maintain and distribute the StreetSaver and StreetSaver Plus, the comprehensive and integrated transportation asset management 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
- Support Regional Safety Data System by continuing to maintain safety data from throughout the region, allowing our regional partners to proactively identify and analyze areas for targeted safety improvements and set safety performance targets based on data
- Considering the traffic safety challenges identified in the State of Safety in the Region report and taking what steps possible to implement 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 group
- Facilitate meetings of the Bay Area Vision Zero Working Group
- Provide resources and for developing Local Road Safety Plans
- Facilitate regional Safety/Vision Zero workshops and peer exchanges
- Support existing tools for traffic safety analysis with updates and additional relevant data

Responsible Parties

- MTC Staff
- mySidewalk: Regional Safety Data System support
- DevMecca — StreetSaver developers
- NCE, Pavement Engineering Inc, Capitol Assets, AMS Consulting, Adhara Systems, Harris Associates, Bellecci & Associates, and Michael Baker International — P-TAP consultants

C. Project 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
- Completed Local Road Safety Plans for partners across the region
- Improved Safety Data System and additional data
- Improvements and feature enhancements to the RTCI

D. Previous Accomplishments and Links to Relevant Products

- 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/8th7k5l4jddpcjojigizl9wc1xokrnoy
- Completion of 2022 Regional Tier II Group TAM Plan: https://mtcdrive.box.com/s/o8z32knnk9tzyl11g8jbfnxrz9ou1zh3
- Development of Bay Area Vision Zero System (BAYVIZ):

https://bayviz.mysidewalk.com/

- 2021 Regional Pavement Condition Report: https://mtc.ca.gov/news/bay-area-pavement-quality-stuck-doldrums-despite-smoother-ride-some-communities
- PMP Certification: https://mtc.ca.gov/digital-library/35931-pmp-certification-list

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Regional Transit Capital Inventory update	Staff	Updated inventory of Transit Assets	General Fund	10/01/23	12/31/23
2	TAM Target Setting	Staff	FY 2023 Transit Asset Performance Targets	General Fund	07/01/23	10/31/23
3	Provide support to Local Streets & Road, Transit Asset Management, and Bay Area Vision Zero Working Groups	Staff	Meetings and Meeting Materials	STBG/ General Fund	07/01/23	06/30/24
4	Support Regional Safety Data System	mySidewalk	Continued maintenance and enhancement of Safety Data System	SSARPL	07/01/23	06/30/24
5	Pavement-Management Technical Assistance Program (PTAP 24)	AMS Consulting, Adhara Systems, Capitol Asset & Pavement, Harris & Associates, Nichols Consulting Engineers, Pavement Engineering	Updated pavement conditions of local agencies	STBG/ General Fund	07/01/23	06/30/24

6	2022 Regional Pavement Condition Summary	Staff	State of the System report of local streets and roads	STBG/General Fund	04/01/23	11/30/23
7	Maintain PMP Certification	Staff	List of local agencies with PMP certification status	STBG/General Fund	07/01/23	06/30/24
8	Provide technical training and support for StreetSaver users	Nichols Consulting Engineers	Assistance as requested	PMP Sales	07/01/23	06/30/24
9	Local Streets and Roads Needs Assessment	Staff	2022 Statewide Needs Assessment	STBG/General Fund	07/01/23	06/30/24
10	Regional partner Local Road Safety Plan development	Staff, local jurisdictions	Completed Local Road Safety Plans	STBG/General Fund	7/01/23	06/30/24
11	Coordinate Regional Vision Zero Workshops and peer exchanges	Staff	Completed Workshops and Peer Exchanges	STBG/General Fund	7/01/23	06/30/24
12	Support and expansion of Regional Safety Data System	Staff	Improved Safety Data System and additional data	STBG/General Fund	7/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Establish regional Transit Asset Performance Targets for 2025
- Complete NTD reporting for MTC-sponsored Tier II Group Transit Asset Management Plan
- 2024 Regional Transit Capital Inventory (RTCI) update
- Continued maintenance of Regional Safety Data System (Bay Area Vision Zero System – BayViz)
- 2023 Pavement Condition Summary
- Maintain PMP Certification status
- Administer PTAP 25 projects

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Work Element 1515: State Programming, Monitoring and STIP Development

Project Manager: Karl Anderson

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 640,131		
Benefits	272,056		
Indirect	456,094		
Consultants	300,000		
Total Expenses	**$ 1,668,281**	**$**	**$**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Surface Transportation Block Grant (STBG) (OBAG 3) - New		$ 300,000		
Toll Credit Match	34,410			
State Transportation Improvement Program - Programming and Planning (STIP-PPM)		932,197		
General Fund		436,084		
Total Revenues		**$ 1,668,281**	**$**	**$**

Federal Share **17.98%**

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

Through state law, MTC has the responsibility to manage and program a number of fund sources, monitor their delivery, and develop the regional portion of the State Transportation Improvement Program (STIP). Below are some of the statutes and MTC's role in managing state programs.

- 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 aids 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 (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. Project Products

- Monthly project status reports for STIP delivery: http://fms.bayareametro.gov.s3-website-us-west-1.amazonaws.com/reports
- 2022 RTIP Policies: https://mtc.ca.gov/digital-library/5020756-mtc-resolution-no-4488
- 2022 RTIP Programming: https://mtc.legistar.com/View.ashx?M=F&ID=10346680&GUID=602D7D41-B960-4BB8-8F1E-C9E354DCCE0B
- STIP Amendments and Extensions: https://mtc.ca.gov/funding/state-funding/state-transportation-improvement-program-stip
- Cycles 1-6 Regional Active Transportation Program: https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program
- Updated and enhanced fund management and project tracking database (FMS): https://fms.bayareametro.gov/search
- 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 LCTOP
- SB 1 Competitive Program Prioritization Principles for Cycle 3: https://mtc.legistar.com/View.ashx?M=F&ID=10821601&GUID=91079523-5BFD-4BAA-A5B4-D342CD9657D5
- SB 1 Local Partnership Program Formula Share – MTC/BATA Programming: https://mtc.legistar.com/View.ashx?M=F&ID=11623385&GUID=E27CDE2A-EAEB-4D00-BB9C-597997D1B170
- SB 1 SCCP and TCEP Programs for Cycle 3: https://mtc.legistar.com/View.ashx?M=F&ID=11074712&GUID=A3469277-0206-498F-AE31-AD0BD23C23B2

D. Previous Accomplishments and Links to Relevant Products

- Development, implementation and delivery of the 2022 STIP (ongoing)
- Quarterly meetings with Caltrans District staff on project delivery of regionally significant highway projects
- Semi-annual meetings with the Northern California Megaregion Group and Bay Area Goods Movement Collaborative on 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 6 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 track federal obligations more accurately
- Maintain and enhance Fund Management System (FMS)
- 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
- Development, implementation and delivery for the third cycle of the CTC SB1 competitive programs (TCEP, SCC and LPP competitive programs)

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Prepare STIP Amendments and Extensions as requested	Staff	STIP Amendments STIP Extensions	STBG/ General Fund	07/01/23	06/30/24
2	Prepare status reports on STIP project delivery	Staff	Status Reports on STIP Delivery	STBG / General Fund	07/01/23	06/30/24

3	Prepare status reports on Proposition 1B project delivery	Staff	Status Reports on Prop. 1B delivery	STBG / General Fund	07/01/23	06/30/24
4	Develop enhancements to web-enabled funding database	Staff	Updated database	STBG / General Fund	07/01/23	06/30/24
5	Participate in various statewide funding, programming, and delivery committees and groups	Staff	Documents produced by committees	STBG / General Fund	07/01/23	06/30/24
6	Implement the 2022 RTIP in coordination with Bay Area CTAs, transit operators, and Caltrans	Staff	Provide assistance as needed to STIP project sponsors and Bay Area CTAs	STBG / General Fund	07/01/23	06/30/24
7	Develop the 2024 RTIP and 2024 STIP in coordination with Bay Area CTAs, transit operators, and Caltrans	Staff	2024 RTIP 2024 STIP	STBG / General Fund	07/01/23	04/01/24
8	Implement Cycles 1-6 ATP	Staff	Cycles 1-6 ATP	STBG / General Fund	07/01/23	06/30/24
9	Attend CTC meetings (typically 7 per year)	Staff	Email of meeting highlights for stakeholders and Letter for CTC Commissioners	STBG / General Fund	07/01/23	06/30/24
10	Develop, maintain, and implement enhancements and upgrades to Fund Management System (FMS)	Staff	FMS 5.0	STBG / General Fund	07/01/23	06/30/24
11	Develop LCTOP Population-Based program, coordinate with CalSTA, SGC, CARB, on other processes (TIRCP, AHSC, HSR, ZEV)	Staff	Annual Transit Operating and Capital Program	STBG / General Fund	07/01/23	06/30/24
12	Cap & Trade Development	Staff	Ongoing project monitoring	STBG / General Fund	07/01/23	06/30/24

13	Develop and implement programs authorized in Senate Bill 1 (SB 1)	Staff	Programming and implementation of SCC, TCEP, LPP, TIRCP, etc.	STBG / General Fund	07/01/23	06/30/24
14	Create Active Transportation Program Scoping and Application Technical Assistance (ATPTA) Program	Staff	Guidelines for receiving TA and call for assistance to advance active transportation projects for the State ATP	STBG	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

Same as above.

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

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

Project Manager: Allison Brooks

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 387,989		
Benefits	164,896		
Indirect	276,443		
Other Operating	26,500		
Consultants	400,000		
Total Expenses	**$ 1,255,828**	**$-**	**$-**

Revenues		FY 2023-24 Budget	Amendment No. 1	Change
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)		$ 188,374		
Toll Credit Match	21,606			
Bay Area Air Quality Management District (BAAQMD)		439,540		
Association of Bay Area Governments (ABAG)		188,374		
General Fund		439,540		
Total Revenues		**$ 1,255,828**	**$-**	**$-**

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

The Bay Area Regional Collaborative (BARC) is a consortium of regional and state agencies (BARC 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 written into state legislation 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). The member agencies appoint four commissioners or board members from their respective agencies to

serve on the BARC Governing Board. Non-voting members also include the executive leadership of Caltrans District 4, the San Francisco Bay Water Quality Control Board and the California State Coastal Conservancy.

For fiscal year 2024-23, BARC will be focused on implementing the set of initiatives identified in the BARC Shared Work Plan.. The Shared Work Plan was developed pursuant to a Joint Resolution passed at the September 2021 BARC Governing Board meeting that outlined a set of commitments by the BARC member agencies to measurably address climate change in the Bay Area. The Shared Work Plan will consist of a discrete set of bold and collaborative climate mitigation and adaptation initiatives, with appropriate commitments of staff time and resources from the appropriate BARC member agencies, aimed at accelerating progress on specific climate mitigation and climate adaptation outcomes within a 1–5-year timeframe. The Shared Work Plan development process is guided by the BARC Executive Director in partnership with the Executive Leadership of the member agencies, the BARC Governing Board and key staff from across the agencies who form two working groups – one on climate adaptation and one on greenhouse gas reduction – focused on identifying the Initiatives to be undertaken and the metrics to determine progress. Tied to the Shared Work Plan, BARC will continue to engage in its ongoing work to coordinate and communicate the climate change-related policy and planning activities of its member agencies, as well as key regional, local and non-governmental stakeholders as appropriate. To do this, BARC staff help to 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 and the delivery of successful outcomes. For the recently completed Plan Bay Area 2050 and Bay Adapt Joint Platform, BARC is helping to promote effective and equitable implementation of key strategies by coordinating cross-agency planning activities, in addition to potentially targeting specific strategies contained in those plans through the Shared Work Plan. BARC conducts its work through the lens of equity, seeking opportunities to measurably improve quality of life outcomes for frontline communities and BIPOC communities, and to support the participation of community-based organizations and local residents in planning and decision-making processes in a meaningful way.

C. Project Products

- BARC Shared Work Plan adopted by BARC Member Agencies, followed by a 1–5-year implementation period of agencies working collaboratively on chosen initiatives
- Support in the implementation of key climate adaptation and resilience processes and projects across the Bay Area
- Ongoing coordination between BARC Member Agencies and key stakeholders to improve outcomes related to climate change mitigation and adaptation planning and policy
- Robust communication of local and regional progress related to climate mitigation and adaptation, through the online magazine KneeDeepTimes, supported by BARC, and via the BARC website, publications and other avenues to share information beyond the usual suspects

D. Previous Accomplishments and Links to Relevant Products

- Developed the BARC Joint Resolution on Climate Change, which was passed unanimously at the September 2021 BARC Governing Board Meeting. https://barc.ca.gov/whats-happening/news/barc-adopts-joint-resolution-address-climate-change
- Developed BARC Shared Work Plan outlining three key Initiatives. https://barc.ca.gov/sites/default/files/BARC%20Shared%20Work%20Plan%20Final%20Approved%2006_05_22.pdf

- Established regional Climate Adaptation Legislative Working Group, which convenes approximately quarterly, to coordinate regional climate adaptation and resilience stakeholders on legislative activities and positions related to climate adaptation and resilience in the San Francisco Bay Area.
- Assisted in ensuring a robust resilience focus in Plan Bay Area 2050, including climate adaptation and resiliency for multiple hazards through close coordination between BARC member agencies. https://www.planbayarea.org/2050-plan/final-plan-bay-area-2050/chapter-5-environment
- Ensuring close regional coordination between development of Plan Bay Area 2050 and the Bay Adapt Joint Platform.
- Supported the development of an online magazine focused on sharing information and telling stories on climate adaptation activities taking place in frontline communities, the Bay Area region and beyond. https://www.kneedeeptimes.org/

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	BARC Shared Work Plan Implementation	Staff	Draft BARC Shared Work Plan	ABAG/ BAAQMD/ BCDC/ General Fund/STBG	07/01/23	06/30/24
2	Continued Support of Adaptation Planning Projects in Specific Jurisdictions	Staff	Support for implementation of climate adaptation and resilience projects in key locations across the Bay Area.	General Fund/STBG	07/01/23	06/30/24
3	Bay Adapt and Plan Bay Area 2050: Supporting Implementation	Staff	Enhanced coordination and support for implementation of key climate change strategies in Plan Bay Area 2050 and Bay Adapt.	General Fund/STBG	07/01/23	06/30/24

4	Advancing integrated Stormwater Management and Sustainable Transportation infrastructure.	Staff	Work with MTC/ABAG and other key partners to support the acceleration of integrated stormwater management and sustainable streets to manage flooding and build out a more sustainable street network.	General Fund/STBG	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

Supporting the implementation of Shared Work Plan initiatives. These initiatives will include climate adaptation and GHG reduction efforts involving key staff across BARC Member Agencies and will focus on an approximately 1-5-year timeframe.

Continue to facilitate the Regional Climate Adaptation Legislative Working Group to coordinate BARC Member Agencies and key stakeholders on a unified vision and strategy for engaging with state and federal legislative leaders to advance regional climate adaptation and resilience in an equitable fashion.

Continuing to support the implementation of strategies identified in Plan Bay Area 2050 and the Bay Adapt Joint Platform, particularly where activities would benefit from heightened coordination across BARC member agencies.

Continuing to support progress on key climate adaptation planning and implementation processes in specific sites across the region, including projects that originated through the Resilient by Design: Bay Area Challenge, and other opportunities as they emerge.

Advance a shared approach (among resource agencies, MPOs, Caltrans, and city/county agencies) to meet funding challenges of implementing widespread green stormwater infrastructure in the SF Bay Area, which will better adapt the roadways for stormwater management in the face of more extreme and intense storm events, reduce heat islands, elevate biking and walking, and improve pedestrian safety. There is a clear nexus between runoff volumes and pollution levels in stormwater and the percentage of impervious land area dedicated to automobiles.

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Elements Funded by State and Local Sources

FY 2023–2024

Work Element 1114: Support Policy Advisory Council

Project Manager: Kỳ-Nam Miller

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 109,880		
Benefits	46,699		
Indirect	78,290		
Total Expenses	**$ 234,870**	**$**	**$**

Revenues	FY 2023-24 Budget	Amendment No. 1	Change
General Fund	$ 234,870		
Total Revenues	**$ 234,870**	**$**	**$**

Federal Share **0.00%**

B. Project Description

- MTC seeks to involve residents of diverse backgrounds and interests in developing transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy.
- 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. Project Products

- Policy Advisory Council meetings
- Equity and Access Subcommittee meetings
- Transit Transportation Action Plan (TAP) Subcommittee meetings
- Regional Equity Working Group meetings, as needed
- Council Reports/Motions to the Commission
- Annual Meeting with the Commission and the Council

D. Previous Accomplishments and Links to Relevant Products

- 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, Youth Programs, the Equity Platform, and the Regional Vision Zero Safety Program.

- The Policy Advisory Council 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; and provided ongoing input to MTC staff.

E. Work Plan (FY2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff monthly meetings of the Policy Advisory Council	Staff	Meeting agendas and packets, staff reports, presentation materials	General Fund	07/01/23	06/30/24
2	Staff the Equity and Access Subcommittee as needed	Staff	Meeting agendas and packets, staff reports, presentation materials	General Fund	07/01/23	06/30/24
3	Staff the Fare Coordination & Integration Subcommittee as needed	Staff	Meeting agendas and packets, staff reports, presentation materials	General Fund	07/01/23	06/30/24
4	Attend the Regional Equity Working Group, as needed	Staff	Staff reports, as needed	General Fund	07/01/23	06/30/24
5	Plan and implement the annual meeting with Commission and the Council	Staff	Meeting agenda Presentation materials	General Fund	07/01/23	06/30/24
6	Assist with Council reports/ motions to the Commission	Staff	Prepare memos, as needed	General Fund	07/01/23	06/30/24
7	Staff monthly Council prep meetings with Council Leaders and MTC Executives	Staff	Updates to workplan & Council agendas, pre-and-post meeting communications, follow-up actions	General Fund	07/01/23	06/30/24

8	Orientation for Council advisors appointed in 2022 and replacements, as needed	Staff	Presentations, as needed	General Fund	07/01/23	06/30/24
9	Expand and deepen Community Based Organization (CBO) network	Staff	Develop an ad-hoc committee to support CBO partnerships in program-specific geographies and across the region.	General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Staff the Policy Advisory Council (and its subcommittees, as needed)
- Complete orientation for 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
- CBO Network expansion and development

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1131: Develop an Effective Legislative Program

Project Manager: Georgia Gann Dohrmann

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 584,883		
Benefits	248,575		
Indirect	416,729		
Total Expenses	**$ 1,250,187**	**$**	**$**

Revenues	FY 2023-24 Budget	Amendment No. 1	Change
General Fund	$ 1,250,187		
Total Revenues	**$ 1,250,187**	**$**	**$**

Federal Share **0.00%**

B. Project 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.
- MTC develops an advocacy program that makes progress on our core regional goals, including Plan Bay Area 2050, and that advances the goals of our core customer facing programs including Clipper, FasTrak and the BATA bridges; engages in relevant legislation related to our advocacy program; and builds relationships and partnership with regional and statewide partners.
- No state or federal funding is used to support advocacy programs.

C. Project Products

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 transportation policy reform to support Plan Bay Area 2050 goals
    - Climate change- and resilience-related legislation
    - Affordable housing- and homelessness-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, U.S. Department of Housing and Urban Development (HUD), 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

D. Previous Accomplishments and Links to Relevant Products

- Advocated for Plan Bay area 2050 priorities via implementation of the Bipartisan Infrastructure Law (BIL) (also known as the Infrastructure Investment and Jobs Act), which includes reauthorization of the federal surface transportation program and major increases in transit and highway formula as well as discretionary funding
- Developed and implemented a Bay Area Infrastructure Grants strategy to support Bay Area regional priority projects in competing well for larger-scale BIL grants geared toward regionally and nationally significant projects; Bay Area BIL regional priority projects secured $565 million in discretionary grant funding in 2022, roughly 60 percent of California's share of the target grants.
- Secured Bay Area Housing Finance Authority (BAHFA) eligibility within a new $85 million HUD "Yes in My Backyard" grant program, authorized in the fiscal year 2022 appropriations bill. Secured report language urging HUD to support regional approaches to solving the housing crisis.
- Engaged with the White House Council on Environmental Quality (CEQ)and U.S. DOT to support Justice40 implementation; ensured the Bay Area's Equity Priority Communities were adequately reflected in federal "disadvantaged communities" designations.
- Secured $10.9 billion state transportation funding package via the 2022 state budget. As advocated for by MTC, substantial new resources were distributed via competitive grants that were geared toward funding high-priority projects either under construction or nearing construction, like Clarain Electrification, BART Transbay Core Capacity, and BART to Silicon Valley, Phase 2. Additional resources were included that can support other Bay Area transit priorities, including transit modernization and expansion. Additionally, as advocated for by MTC, the transportation package provided significant new investments for active transportation, grade separations, and resilience.
- Advocated for new state programs geared toward supporting the state in planning for and implementing transportation resilience improvements. Specifically, sponsored SB 1049 (Dodd), which would have created a new dedicated resilience program and prioritized funding for projects that 1) protect high-priority vulnerable infrastructure and 2) that provide benefits to adjacent communities and the environment. Successfully advocated for key provisions of the bill to be integrated into budget trailer bill legislation, which established new state and local Transportation Climate Adaptation Programs. Programs were funded at roughly $400 million in 2022.
- Supported efforts to secure for BATA bridges a portion of California's new BIL bridge formula funding.
- Secured funding to support transit operators transition to zero-emission fleet in state budget.
- Secured 2022 state budget resources to invest in climate adaptation, resilience, and S.F. estuary restoration.
- Advocated for and secured funding in the 2022 state budget to support affordable housing production, preservation and protection (the 3Ps).
- Supported range of other state legislation to advance Plan Bay Area 2050 implementation.
- Committee memos for the Legislation Committee can be found on the MTC Web site by searching for the

Legislation Committee here: https://mtc.ca.gov/meetings-events/joint-mtc-abag-legislation-committee-2022-02-11t174000.

- The Legislative history can be found here: https://mtc.legistar.com/gateway.aspx?M=F&ID=1e412e92-850e-48e5-bec2-02aff288cc65.pdf.
- The 2022 Advocacy Program can be found here: https://mtc.ca.gov/sites/default/files/documents/2022-01/2022_Advocacy_Program_0.pdf.

E. Work Plan (FY 23-24)

Task No.	Task Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff monthly meetings of the Legislation Committee	Staff	Meeting agendas and packets Staff reports Presentation materials	General Fund	07/01/23	06/30/24
2	Analyze legislation	Staff	Memos for internal and external purposes Staff reports Presentation materials	General Fund	07/01/23	06/30/24
3	Legislative history	Staff	Prepare monthly reports and determine which bills to track	General Fund	07/01/23	06/30/24
4	Provide updates to MTC Policy Advisory Council & outside organizations	Staff	Provide regular updates on legislation MTC is tracking and/or supporting or opposing	General Fund	07/01/23	06/30/24
5	Organize meetings with key stakeholders on bills of interest	Staff	Organize meeting materials, agendas. Share reports of meeting outcomes	General Fund	07/01/23	06/30/24

6	Begin planning for 2024 legislative priorities	Staff	Prepare work plan following Appendix A of PPP	General Fund	07/01/23	12/30/23

F. Anticipated Future Activities (FY 2024-25)

- Legislation related to a regional funding measure for transportation, including potentially transportation and other priorities, such as climate resilience and affordable housing.
- Other legislation aligned with the goals of Plan Bay Area 2050.

G. Federal 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.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1132: Advocate Legislative Programs

Project Manager: Georgia Gann Dohrmann

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Consultants	$ 490,000		
Total Expenses	**$ 490,000**	**$**	**$**

Revenues	FY 2023-24 Budget	Amendment No. 1	Change
Bay Area Toll Authority (BATA) Reimbursement	$ 60,000		
Service Authority for Freeways and Expressways (SAFE) Reimbursement	52,000		
General Fund	378,000		
Total Revenues	**$ 490,000**	**$**	**$**

Federal Share **0.00%**

B. Project Description

- Implement the goals of our 2022 Advocacy Program
- MTC staff develops legislative positions and proposals, obtains Commission approval, and advocates our positions and proposals to the appropriate legislative bodies in Sacramento and Washington, D.C. Advocacy includes visits between MTC staff and Commissioners and state and federal elected officials and their staff, as well as legislative committee staff and officials within the state and federal executive branch.
- No state or federal funding is used to support advocacy programs.

C. Project Products

- Prepare memos and other written materials, including letters, fact sheets, presentations and testimony to influence state and federal legislation.
- Reports to the Legislature and Bay Area Congressional Delegation

D. Previous Accomplishments and Links to Relevant Products

- Advocated for Plan Bay area 2050 priorities via implementation of the Bipartisan Infrastructure Law (BIL) (also known as the Infrastructure Investment and Jobs Act), which includes reauthorization of the federal surface transportation program and major increases in transit and highway formula as well as discretionary funding.
- Developed and implemented a Bay Area Infrastructure Grants strategy to support Bay Area regional priority projects in competing well for larger-scale BIL grants geared toward regionally and nationally significant

projects; Bay Area BIL regional priority projects secured $565 million in discretionary grant funding in 2022, roughly 60 percent of California's share of the target grants.

- Secured Bay Area Housing Finance Authority (BAHFA) eligibility within a new $85 million HUD "Yes in My Backyard" grant program, authorized in the fiscal year 2022 appropriations bill. Secured report language urging HUD to support regional approaches to solving the housing crisis.
- Engaged with the White House Council on Environmental Quality (CEQ)and U.S. DOT to support Justice40 implementation; ensured the Bay Area's Equity Priority Communities were adequately reflected in federal "disadvantaged communities" designations.
- Secured $10.9 billion state transportation funding package via the 2022 state budget. As advocated for by MTC, substantial new resources were distributed via competitive grants that were geared toward funding high-priority projects either under construction or nearing construction, like Clarain Electrification, BART Transbay Core Capacity, and BART to Silicon Valley, Phase 2. Additional resources were included that can support other Bay Area transit priorities, including transit modernization and expansion. Additionally, as advocated for by MTC, the transportation package provided significant new investments for active transportation, grade separations, and resilience.
- Advocated for new state programs geared toward supporting the state in planning for and implementing transportation resilience improvements. Specifically, sponsored SB 1049 (Dodd), which would have created a new dedicated resilience program and prioritized funding for projects that 1) protect high-priority vulnerable infrastructure and 2) that provide benefits to adjacent communities and the environment. Successfully advocated for key provisions of the bill to be integrated into budget trailer bill legislation, which established new state and local Transportation Climate Adaptation Programs. Programs were funded at roughly $400 million in 2022.
- Supported efforts to secure for BATA bridges a portion of California's new BIL bridge formula funding.
- Secured funding to support transit operators transition to zero-emission fleet in state budget.
- Secured 2022 state budget resources to invest in climate adaptation, resilience, and S.F. estuary restoration.
- Advocated for and secured funding in the 2022 state budget to support affordable housing production, preservation and protection (the 3Ps).
- Supported range of other state legislation to advance Plan Bay Area 2050 implementation.
- Committee memos for the Legislation Committee can be found on the MTC Web site by searching for the Legislation Committee here: https://mtc.ca.gov/meetings-events/joint-mtc-abag-legislation-committee-2022-02-11t174000.
- The Legislative history can be found here: https://mtc.legistar.com/gateway.aspx?M=F&ID=1e412e92-850e-48e5-bec2-02aff288cc65.pdf.
- The 2022 Advocacy Program can be found here: https://mtc.ca.gov/sites/default/files/documents/2022-01/2022_Advocacy_Program_0.pdf.

E. Work Plan (FY 23-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Coordinate with lobbyists on meetings with key legislators and elected officials	Staff	Meeting scheduling	General Fund/ BATA /SAFE	07/01/23	06/30/24
2	Meet with legislators and their staff	Staff	Briefing materials	General Fund /BATA/ SAFE	07/01/23	06/30/24

3	Testify in committee hearings	Staff	Prepared oral testimony	General Fund/ BATA/ SAFE	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Outreach to state and federal delegations related to 2023 Advocacy Program priorities
- Meetings with legislators, their staff and state and federal administration officials
- Prepare briefing materials for meetings with legislators, their staff and state and federal administration officials

G. Federal Planning Factors

- 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.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1156: Library Services

Project Manager: Julie Teglovic

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 148,038		
Benefits	62,916		
Indirect	105,477		
Total Expenses	**$ 316,431**	**$**	**$**

Revenues	FY 2023-24 Budget	Amendment No. 1	Change
General Fund	$ 316,431		
Total Revenues	**$ 316,431**	**$**	**$**

Federal Share **0.00%**

B. Project Description

The MTC/ABAG Library, managed by the Metropolitan Transportation Commission (MTC) and sponsored in part by the Association of Bay Area Governments (ABAG), has an extensive collection of reports, books, academic journals, newspapers and professional/trade magazines covering transportation planning, demographics, economic analysis, housing, public policy issues and regional planning in the San Francisco Bay Area. The library 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 over 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, over 1,000 serial titles (magazines, academic/professional journals, newspapers, annual reports, etc.), demographic data including U.S. Census reports for 1960-2020, 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 email, by telephone, and in person.

C. Project Products

Library catalog

Library information SharePoint site

Transportation headlines

New acquisitions bibliographies

D. Previous Accomplishments and Links to Relevant Products

- Managed MTC-ABAG Library, maintaining and cataloging a collection of print and electronic format documents and sources of information that support the work of MTC and ABAG, including all MTC, ABAG and related publications. Provided electronic access to library catalog through the internet: https://mtc-abag-library.softlinkliberty.net/liberty/libraryHome.do
- Maintained/updated Library and Publications page on MTC website: https://mtc.ca.gov/tools-resources/mtcabag-library
- Created staff SharePoint site for easier access to publication passwords and all library information: https://bayareametro.sharepoint.com/sites/library
- Provided reference services to MTC Commission, ABAG Executive Board, MTC and ABAG staff, outside agencies, and the public
- Screened major media, prepared and disseminated daily electronic "Transportation Headlines" compilation via email and web: https://mtc.ca.gov/news/news-headlines
- Maintained the MTC Records Management Program for archiving internal records: https://bayareametro.sharepoint.com/sites/library/SitePages/Records-Management.aspx
- Created style guides to assist with creation of MTC and ABAG publications: https://bayareametro.sharepoint.com/sites/library/SitePages/Style-Guides.aspx
- Published a listing of library acquisitions several times a year
- Served as an affiliate of the State Census Data Center
- Maintained the Bay Area Census Website: http://www.bayareacensus.ca.gov
- Managed the Electronic Information Delivery Service (GovDelivery)

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Manage MTC-ABAG Library, maintain a collection of print and electronic format documents and sources of information that support the work of MTC and ABAG	Staff	Library and library services	General Fund	07/01/23	06/30/24
2	Provide reference services to MTC Commission, ABAG Executive Board, MTC and ABAG staff, outside agencies, and the public	Staff	Reference services	General Fund	07/01/23	06/30/24
3	Screen major media, prepare and disseminate daily electronic "Transportation Headlines" compilation via email and Web	Staff	Transportation Headlines	General Fund	07/01/23	06/30/24

4	Maintain the MTC Records Management Program for archiving internal records	Staff	Records Management Program	General Fund	07/01/23	06/30/24
5	Provide electronic access to library catalog through the Internet	Staff	Library catalog	General Fund	07/01/23	06/30/24
6	Publish a listing of library acquisitions several times a year	Staff	Library acquisition listing	General Fund	07/01/23	06/30/24
7	Maintain the library and publications sections of MTC's Web page	Staff	Publications listing	General Fund	07/01/23	06/30/24
8	Maintain library SharePoint site	Staff	Library and library services	General Fund	07/01/23	06/30/24
9	Serve as an affiliate of the State Data Center	Staff	State Data Center affiliate	General Fund	07/01/23	06/30/24
10	Maintain the Bay Area Census Website	Staff	Bay Area Census Website	General Fund	07/01/23	06/30/24
11	Manage the Electronic Information Delivery Service (GovDelivery)	Staff	Electronic Info Delivery Service	General Fund	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

Same as above, ongoing activities.

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1311: Means-Based Fare Program (Clipper START)

Project Manager: William Bacon/Lysa Hale

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Consultants	$ 5,015,000		
Total Expenses	**$ 5,015,000**	**$**	**$**

Revenues	FY 2023-24 Budget	Amendment No. 1	Change
Low Carbon Transit Operations Program (LCTOP) Means Based	$ 5,015,000		
Total Revenues	**$ 5,015,000**	**$**	**$**

Federal Share **0.00%**

B. Project 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. The pilot program, Clipper START, launched in July 2020 and was originally expected to conclude on June 30, 2023, however due to the impacts of the COVID-19 pandemic it is anticipated that the pilot program will be extended until June 30, 2025 to allow additional time for the program to mature. The initial launch included four transit agencies, but in the wake of the COVID-19 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 over the coming two years of the extended pilot and any future more permanent program.

C. Project Products

- Regional Means-Based Transit Fare Pricing Study Report
- MTC Resolution 4320 and MTC Resolution 4439
- Draft Year 2 Evaluation

D. Previous Accomplishments and Links to Relevant Products

- 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)
- Year 1 Evaluation (2022)

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Program management and monitoring	Staff	Quarterly data reports	LCTOP / STA	07/01/23	06/30/24
2	Pilot evaluation	Consultant	Quarterly tech memos and final reports	LCTOP / STA	07/01/23	06/30/24

F. Anticipated Future Activities (FY 2024-25)

- Ongoing evaluation of extended pilot program
- Development of program parameters for a possible permanent program.

G. Federal 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.
- Protect and enhance the environment, promote energy conservation, improve 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.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Public Involvement
- Data in Transportation Planning

Work Element 1312: Support Title VI and Environmental Justice

Project Manager: Ryan DeCoud

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 48,522		
Benefits	20,622		
Indirect	34,572		
Consultants	75,000		
Total Expenses	**$ 178,717**	**$**	**$**

Revenues	FY 2023-24 Budget	Amendment No. 1	Change
General Fund	$ 178,717		
Total Revenues	**$ 178,717**	**$**	**$**

Federal Share **0.00%**

B. Project 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.

The objective of this work element is to support MTC's Title VI and Environmental Justice activities.

C. Project Products

- Development and Implementation of Public Outreach Activities
- Title VI Program and Report

D. Previous Accomplishments and Links to Relevant Products

Beneficiary Notifications:

- MTC informs members of the public of their rights under Title VI in several 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 Limited English Proficient (LEP) individuals of available services, including the availability of language assistance services.
- 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 the appendices is posted on MTC's web site at: https://mtc.ca.gov/sites/default/files/Title_VI_Triennial_Report_2020.pdf

- MTC updated its analysis and outreach necessary to review and update the 2013 Language Assistance Plan (LAP), finalized the Revised LAP 2019 in June 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.pdf

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 Analysis:

- In collaboration with Bay Area residents, especially historically underserved populations, the Regional Equity Working Group, MTC's Policy Advisory Council and various partner agencies and working groups, MTC and ABAG developed Plan Bay Area 2050 as a long-range plan that is poised to accommodate future housing and employment growth over the next three decades and ensure that the Bay Area is affordable, connected, diverse, healthy and vibrant for all. The plan is designed to meet and exceed federal and state requirements, and ultimately serve as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the San Francisco Bay Area.
- The Equity Analysis Report for Plan Bay Area 2050 reflects on the equity lens approach used in the planning process. The report summarizes all the equity-focused components that are weaved into the plan strategies, identifies the share of planned investments that directly benefit households with low incomes and analyzes forecasted outcomes of the plan and its impact on existing disparities in the region. The analysis also demonstrates MTC's compliance with federal requirements related to Title VI and environmental justice (EJ) in the regional transportation plan development process, by examining the benefits and burdens of proposed transportation investments on people of color and determining if the plan has any adverse impacts on historically underserved populations. https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Equity_Analysis_Report_October_2021.pdf

Other Activities:

- 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. https://www.vitalsigns.mtc.ca.gov/
- Developed guidelines for Cycle 6 of MTC's Lifeline Transportation Program based on issues, needs, and priorities; discussed further in WE 1310. https://mtc.ca.gov/planning/transportation/access-equity-mobility/lifeline-transportation-program
- Assisted county transportation agencies with data and analysis to support the development of Countywide Transportation Plans.

- Provided 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 2023-24)

Task No.	Description	Responsible Party	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 Plan Bay Area.	Staff	Meeting agendas and notes Presentation Materials Staff reports	General Funds	07/01/23	06/30/24
2	Continue to prepare all necessary Title VI/EJ/ reports and analyses.	Staff	Meeting agendas and notes Presentation Materials Staff reports	General Funds	07/01/23	06/30/24
3	Continue to work with Policy Advisory Council, the Bay Area Partnership, and other stakeholder groups on actions that will advance equity and environmental justice in the region.	Staff	Staff reports Presentation Materials to Policy Advisory Council Technical reports Meeting agendas and notes	General Funds	07/01/23	06/30/24
4	• Prepare the Triennial Title VI Program.	Staff	Final FTA Title VI Triennial Report	General Funds	07/01/2023	8/1/2023

F. Anticipated Future Activities (FY 2024-25)

- 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.
- 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.
- Research best practices around the nation for any other investment/equity analysis methods.

G. Federal 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 freight.
- Protect and enhance the environment, promote energy conservation, improve 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 and reduce or mitigate storm water impacts of surface transportation.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

Work Element 1514: Regional Assistance Program and Project Reviews

Project Manager: Raleigh McCoy

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 390,632		
Benefits	166,019		
Indirect	278,326		
Consultants	875,000		
Total Expenses	**$ 1,709,977**	**$**	**$**

Revenues	FY 2023-24 Budget	Amendment No. 1	Change
State Transit Assistance (STA)	$ 580,947		
General Fund	1,129,029		
Total Revenues	**$ 1,709,977**	**$**	**$**

Federal Share **0.00%**

B. Project Description

MTC allocates transportation assistance funds and administers and accounts for these funds, including Transportation Development Act Local Transportation Fund (TDA), State Transit Assistance (STA), STA State of Good Repair, and Regional Measure 2 (RM 2) operating funds. MTC also administers the 25% share of the one-half cent BART sales tax ("AB1107" 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. The PIP requirement is suspended for FY 2020-21–FY 2022-23.

MTC has discretion over the population-based portion of STA funds (PUC Section 99313) and retains a portion of these funds pursuant to PUC Section 99313.6(d). These funds are used to implement projects that enhance transit coordination such as Clipper, Clipper START, a means-based fare discount program, and 511. MTC annually adopts a program of projects for the use of these funds.

C. Project Products

- Allocations of TDA, STA, STA-SGR, and RM 2 Operating funds by resolution, amendments to the resolution, and Executive Director's Delegation of Authority (DA)
- Quarterly report of the allocations through Executive Director's Delegation of Authority
- Triennial Performance Audit of a portion of Bay Area operators on a rolling basis
- STA Regional Coordination Program

D. Previous Accomplishments and Links to Relevant Products

Programs under this work item are ongoing. Therefore, all the work products identified above have been or will be produced in FY 2022-23 and occur annually.

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Review and process ongoing requests for TDA, STA, and RM 2 Operating funds	Staff	Allocation Resolutions and amendment to resolution	RM 2/STA/ General Fund	05/01/23	06/30/24
2	Quarterly Report of allocations by DA	Staff	Quarterly Report of the DA	RM 2/STA/ General Fund	10/12/23	06/30/24
3	Conduct Triennial Audits for FYs 2022-23 and FY 2023-24	Consultant (Not Selected)	Draft and Final Triennial Audit Report	General Fund	012/01/22	06/30/24
4	Develop and Adopt Productivity Improvement Program (PIP)	Staff	PIP	General Fund	10/01/23	03/31/24
5	Update and distribution claim forms to request TDA and STA for FY 2024-25	Staff	FY2024-25 Claim Forms	RM 2/STA/ General Fund	01/15/24	03/31/24
6	Adopt STA Regional Coordination Program of projects for FY 2024-25	Staff	Resolution and program of projects	STA/ General Fund	01/04/24	05/24/24

F. Anticipated Future Activities (FY 2024-25)

Ongoing work. Same work products as FY 2023-24.

G. Federal 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.
- Protect and enhance the environment, promote energy conservation, improve 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.
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Complete Streets
- Planning and Environment Linkages (PEL)

Work Element 1618: Affordable Mobility Pilot Program (CARB)

Project Manager: Krute Singa/Therese Trivedi

A. Budget

Expenses	FY 2023-24 Budget	Amendment No. 1	Change
Salaries	$ 15,104		
Benefits	6,419		
Indirect	10,762		
Total Expenses	**$ 32,286**	**$**	**$**

Revenues	FY 2023-24 Budget	Amendment No. 1	Change
CA Air Resource Board	$ 32,286		
Total Revenues	**$ 32,286**	**$**	**$**

Federal Share **0.00%**

B. Project Description

The Car Sharing and Mobility Hubs in Affordable Housing Pilot Project (Project) has several key goals and objectives including:

- Reducing greenhouse gas emissions (GHGs) and criteria pollutants from the combination of reduced vehicle trips and use of electric vehicles (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 Travel Demand Management (TDM) programs integrated into some market-rate developments.

The Project provides battery electric vehicles and electric charging stations 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 three affordable housing sites in disadvantaged communities (DACs) in the cities of Oakland, Richmond and San Jose.

This Project is funded by the California Air Resources Board (CARB) and will offer affordable transportation options to meet the travel needs of under-served low-income residents in the region, while reducing GHGs, improving health outcomes, and creating 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 vehicles, while moving away from private vehicle ownership.

C. Project Products

Mobility hubs at three affordable housing communities.

D. Previous Accomplishments and Links to Relevant Products

Electric Vehicle (EV) Car Share and Chargers

Betty Ann Gardens (San Jose)
The project team supported First Community Housing (FCH) to increase the funding for the EV charger installation at Betty Ann Gardens. The vendor, KIGT underbudgeted the cost of charger installation, including city permits and inspections.

Nystrom Neighborhood (Richmond)
The City of Richmond, Department of Transportation Services, identified 511 Contra Costa as a potential alternative funding source to replace the vandalized chargers at MLK Jr. Park.

Bicycle Education, Storage, and Equipment

Bicycle Storage Room (San Jose)
The bike storage room at Betty Ann Gardens is still a work in progress. In December 2022, First Community Housing completed the camera system installation. The bike storage room will be fully operational February 2023.

AC Transit Easy Passes

The East Bay Asian Local Development Corporation (EBALDC) is moving forward with the AC Transit Easy Pass program to administer free transit passes to Lion Creek Crossings (Oakland) residents.

Lyft Ride Pass Program to Essential Services

From October to December 2022, residents across Lion Creek Crossings (Oakland) and Betty Ann Gardens (San Jose) project sites took over 40 single rides (9 trips were shared rides) using the "Lyft Ride Pass Program to Essential Services." The average cost of the Lyft rides during the quarter was approximately $15.00, and residents travel an average of 5 miles to or from the mobility hub's project sites.

Mobility Hubs Pilot Website

The project team developed a website mobilityhubspilot.org for residents to sign up for the various mobility programs.

E. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Program Design	Staff	• Detailed program and implementation strategy with site specific partner and resident input • Confirm sites for participation • Support partnerships (Project Advisory Committee (PAC) and Resident Engagement and Site Level Teams)	General Fund	07/01/23	06/31/24
2	Program Implementation	Staff	• Implement programs at each site with vendors	General Fund	07/01/23	06/31/24
3	Outreach and Education	Staff	• Communication & outreach plan for community and partnership cultivation • Training sessions with residents and one on one sessions	General Fund	07/01/23	06/31/24
4	Resident Surveys, Data Collection and Evaluation	Staff	• Survey design, implementation and analysis at each site	General Fund	07/01/23	06/31/24
5	Project Administration	Staff	• Ongoing project coordination, reporting and invoicing • Draft Final Report • Final Disbursement	General Fund	07/01/23	06/31/24

F. Anticipated Future Activities (FY 2024-25)

For all three sites:

- EV charger implementation
- EV carshare
- Transit pass implementation
- Bikeshare and scooter share implementation
- Outreach and education

G. Federal Planning Factors Addressed

- Increase the safety 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 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.
- Emphasize the preservation of the existing transportation system.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement

MTC BUDGET SUMMARY

FY 2023–2024

Draft FY 2023-24 Overall Work Program (OWP) Expense Estimates

	Total Budget	Salaries, Benefits	Indirect	Other Operating	Consultants
1112 Implement Public Information Program and Tribal Government Coordination	6,708,502	3,313,835	1,656,917	-	1,737,750
1113 Support the Partnership Board	1,063,870	709,247	354,623	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	9,863,140	1,934,041	967,020	-	6,962,079
1122 Analyze Regional Data Using GIS and Planning Models	8,414,076	3,845,602	1,922,801	-	2,645,673
1124 Regional Goods Movement	32,286	21,524	10,762	-	-
1125 Active Transportation Planning	5,310,019	179,922	89,961	-	5,040,136
1127 Regional Trails	6,601,836	697,241	348,620	-	5,555,975
1128 Resilience and Hazards Planning	661,890	441,260	220,630	-	-
1212 Performance Measurement and Monitoring	317,276	61,517	30,759	-	225,000
1310 Equity, Access and Mobility Planning and Programs	11,826,328	548,535	274,267	-	11,003,526
1412 Transportation Conformity and Air Quality Planning	304,746	203,164	101,582	-	-
1413 Climate Initiatives	119,178,637	919,091	459,546	-	117,800,000
1511 Conduct Financial Analysis and Planning	790,820	527,213	263,607	-	-
1512 Federal Programming, Monitoring and TIP Management	2,423,213	1,615,475	807,738	-	-
1517 Transit Sustainability Planning	11,912,597	1,298,398	649,199	-	9,965,000
1522 SFMTA Muni Metro Modernization Planning Study	1,200,000	-	-	-	1,200,000
1611 Regional Growth Framework Planning and Implementation	91,596,628	1,563,574	781,787	-	89,251,266
1621 Network Management - Planning for Implementation	281,623	23,087	11,543	-	246,993
1622 Next-Generation Bay Area Freeways Study	1,624,143	737,611	368,805	-	517,727
Funded by the Consolidated Planning Grant (CPG)	**280,111,630**	**18,640,336**	**9,320,168**	**-**	**252,151,125**
1120 Regional Conservation Investment Strategy	268,743	-	-	-	268,743
1233 Transportation Asset Management (TAM) Program	18,936,764	482,897	241,448	-	18,212,419
1515 State Programming, Monitoring and STIP Development	1,668,281	912,187	456,094	-	300,000.00
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	1,255,828	552,885	276,443	26,500	400,000
Funded by Federal/State Grants and Local Sources	**22,791,506**	**2,389,229**	**1,194,615**	**26,500**	**19,181,162**
1114 Support Policy Advisory Council	234,870	156,580	78,290	-	-
1131 Develop an Effective Legislative Program	1,250,187	833,458	416,729	-	-
1132 Advocate Legislative Programs	490,000	-	-	-	490,000
1156 Library Services	316,431	210,954	105,477	-	-
1311 Means Based Fare Program	5,015,000	-	-	-	5,015,000
1312 Support Title VI and Environmental Justice	178,717	69,144	34,572	-	75,000
1514 Regional Assistance Programs and Project Reviews	1,709,977	556,651	278,326	-	875,000
1618 Affordable Mobility Pilot Program (CARB)	32,286	21,524	10,762	-	-
Funded by State and Local Sources	**9,227,466**	**1,848,311**	**924,155**	**-**	**6,455,000**
Total Expense Estimates	**311,468,712**	**22,436,616**	**11,218,308**	**26,500**	**277,787,288**

Draft FY 2023-24 Overall Work Program (OWP)
Revenue Estimates

		(1) FHWA PL FY 23-24 Fund Sc# 1109	(1) FHWA PL FY 23-24 Fund Sc# 1116	(2) FHWA PL FY 22-23 (C/O) Fund Sc# 1109	(3) FTA 5303 FY 23-24 Fund Sc# 1602	(4) FTA 5303 FY 22-23 (C/O) Fund Sc# 1602	FHWA SP&R FY 21-22 (C/O) Fund Sc# 1306	FTA 5304 FY 22-23 (C/O) Fund Sc# 1615	FTA 5304 FY 21-22 (C/O) Fund Sc# 1604	RMRA SB 1 Sustainable Communities Formula FY 23-24 Fund Sc# TBD	RMRA SB 1 Sustainable Communities Formula FY 22-23 (C/O) Fund Sc# 2222	RMRA SB 1 Sustainable Communities Formula FY 21-22 (C/O) Fund Sc# 2221	JARC
Funded by the Consolidated Planning Grant (CPG)													
1112 Implement Public Information Program and Tribal Government Coordination	6,708,502	-	-	-	143,430	1,944,996	-	-	-	-	-	-	-
1113 Support the Partnership Board	1,063,870	293,699	-	-	-	-	-	-	-	-	-	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	9,863,140	648,657	-	-	100,000	-	-	-	-	1,521,268	917,900	199,987	-
1122 Analyze Regional Data Using GIS and Planning Models	8,414,076	4,404,543	-	667,981	1,365,874	1,315,677	-	-	-	-	-	-	-
1124 Regional Goods Movement	32,286	32,286	-	-	-	-	-	-	-	-	-	-	-
1125 Active Transportation Planning	5,310,019	-	269,883	16,054	-	24,081	-	-	-	-	-	-	-
1127 Regional Trails	6,601,836	487,798	-	-	-	-	-	-	-	-	-	-	-
1128 Resilience and Hazards Planning	661,890	-	-	-	-	-	-	-	-	584,872	-	-	-
1212 Performance Measurement and Monitoring	317,276	92,276	-	-	-	-	-	-	-	-	-	-	-
1310 Equity, Access and Mobility Planning and Programs	11,826,328	39,145	-	-	-	-	-	-	-	-	-	-	583,038
1412 Transportation Conformity and Air Quality Planning	304,746	277,042	-	-	27,704	-	-	-	-	-	-	-	-
1413 Climate Initiatives	119,178,637	710,276	-	-	-	-	-	-	-	-	-	-	-
1511 Conduct Financial Analysis and Planning	790,820	129,143	-	272,814	84,660	-	-	-	-	-	-	-	-
1512 Federal Programming, Monitoring and TIP Management	2,423,213	1,436,152	-	191,724	399,560	-	-	-	-	-	-	-	-
1517 Transit Sustainability Planning	11,912,597	378,267	-	356,166	1,950,000	689,157	-	-	-	-	-	-	-
1522 SFMTA Muni Metro Modernization Planning Study	1,200,000	-	-	-	-	-	-	500,000	-	-	-	-	-
1611 Regional Growth Framework Planning and Implementation	91,596,628	179,316	-	-	663,453	-	-	-	-	-	-	40,000	-
1621 Network Management - Planning for Implementation	281,623	-	-	-	-	-	-	-	246,993	-	-	-	-
1622 Next-Generation Bay Area Freeways Study	1,624,143	417,611	-	-	-	-	292,188	-	-	-	-	-	-
Total Funded by the Consolidated Planning Grant (CPG)	**280,111,630**	**9,526,210**	**269,883**	**1,504,739**	**4,734,683**	**3,973,912**	**292,188**	**500,000**	**246,993**	**2,106,140**	**917,900**	**239,987**	**583,038**
Funded by Federal/State Grants and Local Sources			-										
1120 Regional Conservation Investment Strategy	268,743	-	-	-	-	-	-	-	-	-	-	-	-
1233 Transportation Asset Management (TAM) Program	18,936,764	-	-	-	-	-	-	-	-	-	-	-	-
1515 State Programming, Monitoring and STIP Development	1,668,281	-	-	-	-	-	-	-	-	-	-	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	1,255,828	-	-	-	-	-	-	-	-	-	-	-	-
Total Funded by Federal/State Grants and Local Sources	**22,129,616**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**		**-**	**-**	**-**
Funded by State and Local Sources													
1114 Support Policy Advisory Council	234,870	-	-	-	-	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	1,250,187	-	-	-	-	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	490,000	-	-	-	-	-	-	-	-	-	-	-	-
1156 Library Services	316,431	-	-	-	-	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	5,015,000	-	-	-	-	-	-	-	-	-	-	-	-
1312 Support Title VI and Environmental Justice	178,717	-	-	-	-	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	1,709,977	-	-	-	-	-	-	-	-	-	-	-	-
1618 Affordable Mobility Pilot Program (CARB)	32,286	-	-	-	-	-	-	-	-	-	-	-	-
Total Funded by State and Local Sources	**9,227,466**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Total Revenue Estimates	**311,468,712**	**9,526,210**	**269,883**	**1,504,739**	**4,734,683**	**3,973,912**	**292,188**	**500,000**	**246,993**	**2,106,140**	**917,900**	**239,987**	**583,038**

(1): FHWA PL T.C. Match $1,123,612
(2): FHWA PL T.C. Match C/O $172,594
(3): FTA 5303 PL T.C. Match $543,068
(4): FTA 5303 PL T.C. Match C/O $455,808
Total $2,295,081

Draft FY 2023-24 Overall Work Program (OWP)
Revenue Estimates

		2% Transit Transfer	5% Transit Transfer	ABAG	BAAQMD	BAIFA	BATA Marketing	BATA Reimbursement	BATA Rehab	CA Dept Of Conservation	CA Air Resource Board	CMAQ (New)	Coastal Conservancy
Funded by the Consolidated Planning Grant (CPG)													
1112 Implement Public Information Program and Tribal Government Coordination	6,708,502	-	-	-	-	50,000	460,000	384,875	-	-	-	-	-
1113 Support the Partnership Board	1,063,870	-	-	-	-	-	-	-	-	-	-	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	9,863,140	-	-	-	-	-	-	-	-	-	-	-	-
1122 Analyze Regional Data Using GIS and Planning Models	8,414,076	-	-	-	-	-	-	-	-	-	-	-	-
1124 Regional Goods Movement	32,286	-	-	-	-	-	-	-	-	-	-	-	-
1125 Active Transportation Planning	5,310,019	-	-	-	-	-	-	-	-	-	-	-	-
1127 Regional Trails	6,601,836	568,989	698,110	-	-	-	-	-	-	-	-	-	1,956,805
1128 Resilience and Hazards Planning	661,890	-	-	-	-	-	-	-	-	-	-	-	-
1212 Performance Measurement and Monitoring	317,276	-	-	-	-	-	-	-	-	-	-	-	-
1310 Equity, Access and Mobility Planning and Programs	11,826,328	-	-	-	-	-	-	-	-	-	-	-	-
1412 Transportation Conformity and Air Quality Planning	304,746	-	-	-	-	-	-	-	-	-	-	-	-
1413 Climate Initiatives	119,178,637	-	-	-	-	-	-	-	-	-	-	117,800,000	-
1511 Conduct Financial Analysis and Planning	790,820	-	-	-	-	-	-	-	-	-	-	-	-
1512 Federal Programming, Monitoring and TIP Management	2,423,213	-	-	-	-	-	-	-	-	-	-	-	-
1517 Transit Sustainability Planning	11,912,597	450,000	-	-	-	-	115,000	-	-	-	-	-	-
1522 SFMTA Muni Metro Modernization Planning Study	1,200,000	-	-	-	-	-	-	-	-	-	-	-	-
1611 Regional Growth Framework Planning and Implementation	91,596,628	-	-	-	-	-	-	-	-	250,000	-	-	-
1621 Network Management - Planning for Implementation	281,623	-	-	-	-	-	-	-	-	-	-	-	-
1622 Next-Generation Bay Area Freeways Study	1,624,143	-	-	-	-	193,715	-	-	-	-	-	-	-
Total Funded by the Consolidated Planning Grant (CPG)	**280,111,630**	**1,018,989**	**698,110**	**-**	**-**	**243,715**	**575,000**	**384,875**	**-**	**250,000**	**-**	**117,800,000**	**1,956,805**
Funded by Federal/State Grants and Local Sources													
1120 Regional Conservation Investment Strategy	268,743	-	-	-	-	-	-	-	86,004	-	-	-	-
1233 Transportation Asset Management (TAM) Program	18,936,764	-	-	-	-	-	-	-	-	-	-	-	-
1515 State Programming, Monitoring and STIP Development	1,668,281	-	-	-	-	-	-	-	-	-	-	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	1,255,828	-	-	188,374	439,540	-	-	-	-	-	-	-	-
Total Funded by Federal/State Grants and Local Sources	**22,129,616**	**-**	**-**	**188,374**	**439,540**	**-**	**-**	**-**	**86,004**	**-**	**-**	**-**	**-**
Funded by State and Local Sources													
1114 Support Policy Advisory Council	234,870	-	-	-	-	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	1,250,187	-	-	-	-	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	490,000	-	-	-	-	-	-	60,000	-	-	-	-	-
1156 Library Services	316,431	-	-	-	-	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	5,015,000	-	-	-	-	-	-	-	-	-	-	-	-
1312 Support Title VI and Environmental Justice	178,717	-	-	-	-	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	1,709,977	-	-	-	-	-	-	-	-	-	-	-	-
1618 Affordable Mobility Pilot Program (CARB)	32,286	-	-	-	-	-	-	-	-	-	32,286	-	-
Total Funded by State and Local Sources	**9,227,466**	**-**	**-**	**-**	**-**	**-**	**-**	**60,000**	**-**	**-**	**32,286**	**-**	**-**
Total Revenue Estimates	**311,468,712**	**1,018,989**	**698,110**	**188,374**	**439,540**	**243,715**	**575,000**	**444,875**	**86,004**	**250,000**	**32,286**	**117,800,000**	**1,956,805**

(1): FHWA PL T.C. Match $1,123,612
(2): FHWA PL T.C. Match C/O $172,594
(3): FTA 5303 PL T.C. Match $543,068
(4): FTA 5303 PL T.C. Match C/O $455,808
Total $2,295,081

Draft FY 2023-24 Overall Work Program (OWP)
Revenue Estimates

		Exchange Funds	General Fund	HCD (REAP 2.0)	LCTOP	PMP	PTAP	RM2 Capital	SAFE	SFMTA Local Funds	SSARPL	STA	State of California (Prop 68)
Funded by the Consolidated Planning Grant (CPG)													
1112 Implement Public Information Program and Tribal Government Coordination	6,708,502	-	3,725,200	-	-	-	-	-	-	-	-	-	-
1113 Support the Partnership Board	1,063,870	-	770,171	-	-	-	-	-	-	-	-	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	9,863,140	-	2,408,236	-	-	-	-	-	-	-	-	-	-
1122 Analyze Regional Data Using GIS and Planning Models	8,414,076	-	660,000	-	-	-	-	-	-	-	-	-	-
1124 Regional Goods Movement	32,286	-	-	-	-	-	-	-	-	-	-	-	-
1125 Active Transportation Planning	5,310,019	-	-	-	-	-	-	-	-	-	-	-	-
1127 Regional Trails	6,601,836	-	130,134	-	-	-	-	-	-	-	-	100,000	-
1128 Resilience and Hazards Planning	661,890	-	77,018	-	-	-	-	-	-	-	-	-	-
1212 Performance Measurement and Monitoring	317,276	-	225,000	-	-	-	-	-	-	-	-	-	-
1310 Equity, Access and Mobility Planning and Programs	11,826,328	-	646,427	4,137,230	-	-	-	-	-	-	-	1,920,488	-
1412 Transportation Conformity and Air Quality Planning	304,746	-	-	-	-	-	-	-	-	-	-	-	-
1413 Climate Initiatives	119,178,637	-	-	-	-	-	-	-	-	-	-	-	-
1511 Conduct Financial Analysis and Planning	790,820	-	166,972	-	-	-	-	-	-	-	-	137,230	-
1512 Federal Programming, Monitoring and TIP Management	2,423,213	-	395,777	-	-	-	-	-	-	-	-	-	-
1517 Transit Sustainability Planning	11,912,597	1,500,000	1,166,573	411,691	-	-	-	1,200,000	-	-	-	1,495,743	-
1522 SFMTA Muni Metro Modernization Planning Study	1,200,000	-	-	-	-	-	-	-	-	700,000	-	-	-
1611 Regional Growth Framework Planning and Implementation	91,596,628	2,000,000	2,187,964	316,431	-	-	-	-	-	-	-	-	-
1621 Network Management - Planning for Implementation	281,623	-	34,630	-	-	-	-	-	-	-	-	-	-
1622 Next-Generation Bay Area Freeways Study	1,624,143	-	720,630	-	-	-	-	-	-	-	-	-	-
Total Funded by the Consolidated Planning Grant (CPG)	**280,111,630**	**3,500,000**	**13,237,714**	**4,865,352**	**-**	**-**	**-**	**1,200,000**	**-**	**700,000**	**-**	**3,653,462**	**-**
Funded by Federal/State Grants and Local Sources													
1120 Regional Conservation Investment Strategy	268,743	-	-	-	-	-	-	-	-	-	-	-	182,739
1233 Transportation Asset Management (TAM) Program	18,936,764	-	784,345	-	-	2,000,000	543,900	-	-	-	287,382	-	-
1515 State Programming, Monitoring and STIP Development	1,668,281	-	436,084	-	-	-	-	-	-	-	-	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	1,255,828	-	439,540	-	-	-	-	-	-	-	-	-	-
Total Funded by Federal/State Grants and Local Sources	**22,129,616**	**-**	**1,736,988**	**-**	**-**	**2,000,000**	**543,900**	**-**	**-**	**-**	**287,382**	**-**	**182,739**
Funded by State and Local Sources													
1114 Support Policy Advisory Council	234,870	-	234,870	-	-	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	1,250,187	-	1,250,187	-	-	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	490,000	-	378,000	-	-	-	-	-	52,000	-	-	-	-
1156 Library Services	316,431	-	316,431	-	-	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	5,015,000	-	-	-	5,015,000	-	-	-	-	-	-	-	-
1312 Support Title VI and Environmental Justice	178,717	-	178,717	-	-	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	1,709,977	-	1,129,029	-	-	-	-	-	-	-	-	580,947	-
1618 Affordable Mobility Pilot Program (CARB)	32,286	-	-	-	-	-	-	-	-	-	-	-	-
Total Funded by State and Local Sources	**9,227,466**	**-**	**3,487,233**	**-**	**5,015,000**	**-**	**-**	**-**	**52,000**	**-**	**-**	**580,947**	**-**
Total Revenue Estimates	**311,468,712**	**3,500,000**	**18,461,935**	**4,865,352**	**5,015,000**	**2,000,000**	**543,900**	**1,200,000**	**52,000**	**700,000**	**287,382**	**4,234,409**	**182,739**

(1): FHWA PL T.C. Match $1,123,612
(2): FHWA PL T.C. Match C/O $172,594
(3): FTA 5303 PL T.C. Match $543,068
(4): FTA 5303 PL T.C. Match C/O $455,808
Total $2,295,081

Draft FY 2023-24 Overall Work Program (OWP)
Revenue Estimates

		STBG	STBG (OBAG 3) (New)	STIP - PPM	SFO Gap Closure Project	FHWA PL & FTA 5303 Toll Credit
Funded by the Consolidated Planning Grant (CPG)						
1112 Implement Public Information Program and Tribal Government Coordination	6,708,502	-	-	-	-	239,543
1113 Support the Partnership Board	1,063,870	-	-	-	-	33,687
1121 Regional Transportation Plan/Sustainable Communities Strategy	9,863,140	4,067,092	-	-	-	85,871
1122 Analyze Regional Data Using GIS and Planning Models	8,414,076	-	-	-	-	889,393
1124 Regional Goods Movement	32,286	-	-	-	-	3,703
1125 Active Transportation Planning	5,310,019	5,000,000	-	-	-	35,559
1127 Regional Trails	6,601,836	2,500,000	-	-	160,000	55,950
1128 Resilience and Hazards Planning	661,890	-	-	-	-	-
1212 Performance Measurement and Monitoring	317,276	-	-	-	-	10,584
1310 Equity, Access and Mobility Planning and Programs	11,826,328	4,500,000	-	-	-	4,490
1412 Transportation Conformity and Air Quality Planning	304,746	-	-	-	-	34,954
1413 Climate Initiatives	119,178,637	668,361	-	-	-	81,469
1511 Conduct Financial Analysis and Planning	790,820	-	-	-	-	55,815
1512 Federal Programming, Monitoring and TIP Management	2,423,213	-	-	-	-	232,547
1517 Transit Sustainability Planning	11,912,597	2,200,000	-	-	-	386,951
1522 SFMTA Muni Metro Modernization Planning Study	1,200,000	-	-	-	-	-
1611 Regional Growth Framework Planning and Implementation	91,596,628	85,959,464	-	-	-	96,666
1621 Network Management - Planning for Implementation	281,623	-	-	-	-	-
1622 Next-Generation Bay Area Freeways Study	1,624,143	-	-	-	-	47,900
Total Funded by the Consolidated Planning Grant (CPG)	**280,111,630**	**104,894,917**	**-**	**-**	**160,000**	**2,295,081**
Funded by Federal/State Grants and Local Sources						
1120 Regional Conservation Investment Strategy	268,743	-	-	-	-	-
1233 Transportation Asset Management (TAM) Program	18,936,764	12,101,137	3,220,000	-	-	-
1515 State Programming, Monitoring and STIP Development	1,668,281	-	300,000	932,197	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	1,255,828	188,374	-	-	-	-
Total Funded by Federal/State Grants and Local Sources	**22,129,616**	**12,289,511**	**3,520,000**	**932,197**	**-**	**-**
Funded by State and Local Sources						
1114 Support Policy Advisory Council	234,870	-	-	-	-	-
1131 Develop an Effective Legislative Program	1,250,187	-	-	-	-	-
1132 Advocate Legislative Programs	490,000	-	-	-	-	-
1156 Library Services	316,431	-	-	-	-	-
1311 Means Based Fare Program	5,015,000	-	-	-	-	-
1312 Support Title VI and Environmental Justice	178,717	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	1,709,977	-	-	-	-	-
1618 Affordable Mobility Pilot Program (CARB)	32,286	-	-	-	-	-
Total Funded by State and Local Sources	**9,227,466**	**-**	**-**	**-**	**-**	-
Total Revenue Estimates	**311,468,712**	**117,184,428**	**3,520,000**	**932,197**	**160,000**	**2,295,081**

(1): FHWA PL T.C. Match $1,123,612
(2): FHWA PL T.C. Match C/O $172,594
(3): FTA 5303 PL T.C. Match $543,068
(4): FTA 5303 PL T.C. Match C/O $455,808
Total $2,295,081

APPENDIX A — STATE AND FEDERALLY FUNDED COMPETITIVE GRANT PROJECTS

Caltrans Sustainable Transportation Planning Grant Program

Caltrans Sustainable Transportation Planning Grant Program

FY 2020/2021 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2023 (RGAs), except where noted

- **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, 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.

- **Pine Hollow Road Corridor Complete Streets Feasibility Study** ($190,959)
  Applicant: City of Concord
  Sub-Applicant: City of Clayton
  Description: The City of Concord and the City of Clayton will conduct a 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.

- **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, Statues 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, Sunnydale, 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)
  Estimated Completion Date: June 30, 2023
  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.

FY 2021/2022 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2024 (RGAs), except where noted

- **Chinatown Complete Streets Project** ($500,00)
  Applicant: City of Oakland Department of Transportation
  Description: Chinatown is a bustling neighborhood that is a centerpiece of Oakland's cultural identity. The Plan will work with the community to identify a set of key corridors, conduct outreach to reach consensus on multimodal upgrades to those streets, and complete the conceptual designs necessary to advance capital projects. This plan will engage local non-profits, residents, and businesses in Chinatown to craft a set of approved projects that meet the State's GHG reduction goals, are coordinated with planned development and regional projects, and reflect community priorities

- **Walk Safe San Jose** ($398,400)
  Applicant: City of San Jose
  Description: Walk Safe San José focuses on the four council districts with a combined resident population just under 400,000 (as of the 2010 census) identified in the City's 2020 Vision Zero Action Plan with the most traffic fatalities and severe traffic injuries. Within this inner core of neighborhoods around downtown, the City proposes to work with a consultant on eight focus areas where bike and pedestrian injury data demonstrate that people walking and biking demand. Existing street design does not support safe pedestrian access; arterials are fast and wide, and fully signalized crosswalks are spaced far apart. This plan would address pedestrian safety deficiencies in San José's highest need areas

- **King Road Complete Streets Plan** ($399,270)
  Applicant: City of San Jose
  Description: The King Road Complete Street Project aims to make King Road, one of San Jose's highest bus ridership corridors, a safer and more inviting place to walk, bike and take transit. The project will also focus on improving transit access and reliability for historically under resourced East San Jose neighborhoods and improve connections to key regional transportation hubs. With stakeholder and community input, the project will culminate in a phased approach complete street plan for King Road outlining quick build, near and longterm improvements for the corridor. Project supports goals of San Jose's Better Bike Plan, Vision Zero Plan, Valley Transportation Authorities Pedestrian Access to Transit Plan as one of San Jose's top corridors in need of safety and transit reliability improvements, and aligns with Caltrans District 4 Pedestrian Plan.

- **San Mateo Complete Streets Plan** ($490,882)
  Applicant: City of San Mateo
  Description: The San Mateo Complete Streets Plan will provide an actionable plan to transform the existing vehicle-centric circulation network to one that is designed for safety and access for all modes. The project will evaluate existing local and regional plans and facilities using a rigorous data analysis and community engagement process to identify gaps and deficiencies. This assessment will lead to development of priority focus areas centered on safety and equity, and multimodal infrastructure projects prioritized based on the goals that will be developed to guide the Plan. This comprehensive project list will be supplemented by a Complete Streets design guideline manual, supporting programs, funding options, and concept designs for the highest priority projects. The final product of the project is anticipated to be a plan ready for implementation that is reflective of the community's vision.

- **Sustainable Transit Oriented Development Master Plan** ($265,590)
  Applicant: City of San Pablo
  Description: The City of San Pablo Sustainable Transit Oriented Development (TOD) Master Plan will support regional housing and local/statewide greenhouse-gas reduction goals by creating a strategy and guiding policies for future TOD in San Pablo. A citywide TOD priority area will be created based on analysis of citywide affordable and multi-unit housing, housing opportunity zones identified by the sixth cycle Regional Housing Needs Assessment-mandated Housing Element update, and existing and proposed bus routes, and bicycle facilities. The plan will create and implement a community engagement plan—with a range of bilingual outreach components—in order to develop the priority area and a community TOD vision, including concept designs for areas near transit. Recommended policies and strategies for TOD implementation will focus on reducing parking demand, ensuring transportation resilience in the face of climate risks (e.g., annual flooding), incorporating statewide legislative changes, and leveraging funding opportunities and regional partnerships.

- **North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study** ($356,163)
  Applicant: County of San Mateo
  Description: This Study focuses on overcoming barriers to active transportation in the disadvantaged community of North Fair Oaks by: (1) Assessing the viability of alternative locations and designs for a new bicycle and pedestrian grade-separated rail crossing of the Caltrain Corridor, and (2) Identifying specific bicycle and pedestrian enhancements linking the crossing site to key destinations within the neighborhoods on both sides bifurcated by the tracks. An interdisciplinary group of key stakeholders from public agencies, local community-based organizations, businesses and residents will collaborate to achieve key deliverables including: the community engagement plan, existing conditions/community needs analysis, alternatives development, evaluation criteria to identify preferred alternative, and draft and final studies. This Study will build upon high-level recommendations from the adopted 2011 North Fair Oaks Community Plan and the 2021 Unincorporated San Mateo County Active Transportation Plan for a new rail crossing, bicycle boulevards and pedestrian improvements in the Study area.

- **Network Management -Planning for Implementation** ($500,000)
  Estimated Completion Date: June 30, 2024
  Applicant: Metropolitan Transportation Commission
  Description: The A robust transit system and strong transit ridership are essential to realize California's emission reduction targets. With 27 transit operators serving the region, inconsistent fares, wayfinding, and schedules make using transit challenging, especially for transit dependent riders. A regional Network Management approach is proposed to better coordinate transit and the customer experience for the benefit of riders. In collaboration with Blue Ribbon Transit Recovery Task Force (BRTF) stakeholders, MTC proposes to further develop the Network Management recommendations contained in the BRTF's Transformation Action Plan. This proposed plan will confirm the Network Management roles, refine the Network Management structure, and provide implementation recommendations, including cost ranges. The BRTF (comprised of local elected officials, representatives from the state Senate and Assembly, the California State Transportation Agency, transit operators, business and labor groups, and transit and social justice advocates) is anticipated to adopt a Transit Transformation Action Plan.

- **Active Communities Plan** ($600,000)
  Applicant: San Francisco Municipal Transportation Agency (SFMTA)
  Sub Applicants: PODER; Tenderloin Community Benefit District; San Francisco Bicycle Coalition; Bayview Hunters Point Community Advocates; SoMa Filipinas
  Description: The San Francisco Active Communities Plan (Plan) is a 2.5-year citywide equity-driven planning process to create the City's first comprehensive bike plan in 12 years. The scope of work was co-developed with our sub-applicant community partners to highlight San Francisco's most disadvantaged neighborhoods within a citywide effort. The Plan will formalize the use of new tools like Quick-Build projects, personal mobility devices, and COVID-response Slow Streets. In addition to broad citywide engagement, the Plan will co-build outreach with our sub-applicant partners to explore cultural, policy-based, and programmatic barriers to bicycling, including funding, access, safety, policing, gentrification, anti-blackness, racism, representation, and cultural barriers. The Plan will result in bike network infrastructure investment, programmatic/policy reforms, and revised design/policy guidelines to capture the full range of mobility devices that can be expected to legally use bike facilities.

- **VTA Transit-Oriented Development Access Study** ($583,130)
  Applicant: Santa Clara Valley Transportation Authority (VTA)
  Description: The VTA will prepare a Transit-Oriented Development (TOD) Access Study that identifies multimodal access needs and improvements at six high-priority sites for TOD in San Jose and Gilroy: Capitol Station, Branham Station, Berryessa BART, future BART stations at 28th Street and Downtown San José, and Gilroy Transit Center. These TOD sites will undergo major development and intensification with the coming of BART service to San José, Caltrain service enhancements, and future high-speed rail in Gilroy. Four TOD sites have been identified for affordable housing projects, which could generate approximately 550 affordable housing units. VTA will lead the Project with Cities of San José and Gilroy, County of Santa Clara, BART, Caltrain, Caltrans and Community-Based Organizations as key stakeholders. We will conduct robust outreach that empowers each community to identify multimodal access opportunities. The Project will result in a prioritized list of improvements that increases accessibility and connectivity to the TOD sites.

- **Climate Action and Adaptation Plan** ($434,682)
  Applicant: Santa Clara Valley Transportation Authority (VTA)
  Description: The Project will prepare a Climate Action and Adaptation Plan (CAAP) that identifies specific actions VTA could take to minimize contributions to climate change, as well as to adapt and build resilience to long-term climate impacts. The CAAP will consist of three major deliverables. First, it will identify risks to transportation assets due to sea level rise, wildfire, extreme heat, and other climate change impacts, and ways to protect those assets for the public good. Second, it will identify actions to reduce VTA's contribution to climate change to meet State greenhouse gas (GHG) reduction goals. Lastly, it will identify actions VTA could take as Santa Clara County's Congestion Management Agency (CMA), in collaboration with others, to reduce countywide emissions from transportation. The Project will engage agencies and community stakeholders, particularly those who depend on transit and disproportionately bear the burden of impacts.

FY 2022/2023 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2025 (RGAs), except where noted

- **Oakland-Alameda Estuary Adaptation Project** ($425,000)
  Applicant: City of Alameda
  Sub Applicants: City of Oakland – Planning and Building Division, Committee to House the Bay Area, and East Oakland Collective
  Description: The purpose of this project is to develop a concept in coordination with community members, stakeholders and the City Councils of Oakland and Alameda to protect both the downtown Oakland shoreline and the northern shoreline of Alameda's Marina Village area - including the Posey/Webster Tubes, which is Caltrans State Route 260 property, and the San Francisco Bay Trail - from expected sea level rise and to reduce the impacts of flooding. This project will serve as a proof of concept for multi-jurisdictional adaptation planning with community-based organizations for other estuary and San Leandro Bay area locations. The project will ensure long-term use of this multi-modal transportation system including the Caltrans' tubes, State Route 260, the San Francisco Bay Trail and the adjacent areas for these two diverse communities including disadvantaged populations in both west Alameda and Oakland Chinatown/Downtown Oakland.

- **Comprehensive Shuttle Program Evaluation**($153,00)
  Applicant: City of Menlo Park
  Description: The aim of the Menlo Park Shuttle Assessment is to determine how the City of Menlo Park's shuttle system can be reconfigured, enhanced, or augmented to better serve the needs of the Belle Haven neighborhood, which is a disadvantaged community, and to serve substantial new growth in the adjacent Bayfront Area residential and employment district. The Project is needed to help us enhance mobility as we are faced with competing demands and limited resources. More shuttle service is also needed to serve the development in the Bayfront Area, which contributes to a healthy regional jobs-housing balance and provides needed affordable housing. With our initial outreach, eleven community organizations will support the Project by hosting in-person sessions, paper and online surveys, and newsletters. Project tasks include travel analysis, efficiency review, service alternatives, development fee assessment, funding and partnerships, and plan development.

- **North San Jose Multimodal Transportation Improvement Plan** ($409,451)
  Applicant: City of San Jose
  Description: The North San Jose Multimodal Transportation Improvement Plan (NSJ MTIP) will be a community-based plan for quick-build, near and long-term transportation improvements to be implemented in NSJ. This plan will identify a list of transportation programs and policies that promote and incentivize sustainable travel for people who live, work, and enjoy NSJ. The NSJ MTIP will capitalize on the recent retirement of an NSJ area planning document, "The North San Jose Area Development Policy". The former plan's focus on automobile improvements no longer aligns with City, regional, and states transportation goals. Per the Metropolitan Transportation Commission's Plan Bay Area 2050, NSJ is a Priority Development Area supporting the "focused growth" strategy to encourage infill development, job growth, and affordable housing near transit corridors. NSJ is expected to see the largest amount of housing growth in the City with 97,000 new jobs and 32,000 new housing units. The plan will positively impact mode shift and reduce vehicle miles traveled and greenhouse gas emissions.

- **San Jose Decision Support System** ($265,000)
  Applicant: City of San Jose
  Description: San Jose's Decision Support System (DSS) will provide the City with an integrated set of tools to manage and store projects and data, assess and monitor Key Performance Indicators (KPIs), and visualize the outputs for these KPIs using graphs and mapping. The DSS will enable the City to define, evaluate, and prioritize projects based on the envisaged impact on KPIs. Three main deliverables will be 1) DSS Potential Impact Assessment Model, to assess how potential completion of project(s) might affect relevant KPIs and thus contribute to the identified goal; 2) DSS Effective Impact Assessment Model, to quantify the real impact of projects by comparing the effective KPI changes before and after each project's implementation; and 3) DSS Public Interface, to increase transparency and accountability.

- **Improvements to Bike and Pedestrian Access at Sunnyvale Caltrain Station** ($383,423)
  Applicant: City of Sunnyvale
  Description: The Study will identify bicycle and pedestrian access improvements in the vicinity of the Sunnyvale Caltrain Station. The improvements will include signage, bicycle and pedestrian access paths and curb ramps, and bicycle amenities such as bike lockers. The Study will also identify possible public art displays and green infrastructure opportunities. The improvements will be developed through public outreach input from stakeholders that include underrepresented communities. The City will be

consulting a Stakeholder Advisory Committee and Technical Advisory Committee. The City will have ongoing Community and Stakeholder Meetings throughout the project. The key stakeholders for this project will include local agencies and community groups (see Scope of work for a detailed list of agencies, stakeholders and community groups). The final deliverable will be a Final Study that summarizes the recommended improvements and a plan with conceptual improvements, funding and implementation recommendations, and data analysis that was used to develop the final design recommendations

- **Development of Vehicle Miles Traveled/Greenhouse Gas (VMT/GHG) Model Mitigation Program** ($531,180)
  Applicant: City/County Association of Governments of San Mateo County (C/CAG)
  Description: This project will establish tools for a CEQA compliant VMT/GHG Model Mitigation Program for use by C/CAG for regional transportation projects and, potentially, other countywide VMT/GHG mitigation projects that other lead agencies could invest in. The major deliverables will include: an overview of the statutory and administrative framework for VMT/GHG mitigation programs; a technical analysis of VMT/GHG-reducing projects; a nexus between the costs and the VMT/GHG reduction; equity recommendations to maximize benefit to disadvantaged communities in San Mateo County; and templates that San Mateo County lead agencies will use for the adoption of a VMT/GHG Mitigation Program. The goal is to produce analysis and documents that are defendable, actionable, scalable, and replicable.

- **SFMTA Muni Metro Modernization Planning Study** ($500,000)
  Estimated Completion Date: June 30, 2025
  Applicant: Metropolitan Transportation Commission
  Sub Applicants: City and County of San Francisco; San Francisco Municipal Transportation Agency (SMFTA)
  Description: The Muni Metro Modernization Planning Study (Study) will identify infrastructure projects that provide critical capacity and reliability improvements for San Francisco's Muni Metro light-rail network. The outcome of the Study will be a package of projects to pursue that would be competitive for a Federal Transit Administration Core Capacity Grant, which could provide hundreds of millions of dollars to fund construction of identified projects. The Study's focus on improving transit capacity directly supports the California Transportation Plan recommendation to improve transit, rail, and shared mobility options. Study deliverables will include memos addressing: strategy identification and research, strategy capacity evaluation, feasible

initial investments by corridor, a funding and implementation strategy, and summary of outreach activities

- **Brotherhood Active Transportation and Open Space Plan** ($641,812)
  Applicant: San Francisco Transportation Authority
  Description: This community driven planning process will develop concepts and conceptual designs for active transportation improvements that connect new recreational opportunities and housing near Lake Merced to the City's core active transportation network and nearby regional transit. The study will also engage community stakeholders to consider road realignment options which could create an opportunity for the creative re-use of up to 7 acres of land within an equity priority community with a documented deficiency of neighborhood open space. This study will coordinate and advance recommendations from existing plans including the San Francisco Bicycle Plan, Bay Area Regional Transit Station Access Plans, and the San Francisco Planning Department's Green Connections Network. The study aligns with needs, goals, and community feedback heard through ConnectSF, San Francisco's long range planning process and will help implement San Francisco's Vision Zero road safety policy as well as the adopted regional strategy in Plan Bay Area 2050 to create healthy and safe streets.

- **Equitable Vehicle Miles Traveled (VMT) Mitigation Program for Santa Clara Count** ($562,697)
  Applicant: Santa Clara Valley Transportation Authority (VTA)
  Description: Community members will help identify a range of potential VMT-reducing measures, determine a framework to enhance equity through the program, and help inform the program structure and administration. The project will include a review of existing best practices to ensure the program is built upon the latest efforts around the State, and an implementation plan to identify key actions, roles, and timing of next steps. VTA will work closely with its 16 local jurisdictions, Community-Based Organizations, State and regional agencies, and other stakeholders throughout and beyond the project duration. The team will conduct extensive engagement including in-person, virtual, and multi-lingual events to receive input from stakeholders and a diverse population, including disadvantaged communities. This project helps implement Senate Bill 743, California Transportation Plan 2050, Plan Bay Area 2050, Valley Transportation Plan 2040, and local goals for housing production, sustainable development, and climate protection.

- **Countywide Active Transportation Plan for Sonoma County** ($525,000)
  Applicant: Sonoma County Transportation Authority (SCTA)
  Description: The Countywide Plan will guide and prioritize expenditure of an estimated $3.1M in annual revenues dedicated to bicycle and pedestrian facilities through Go Sonoma Act, plus other sources under the purview of SCTA. This project includes full updates to six jurisdiction-level plans, which will be included under the umbrella of the Countywide Plan and exist as stand-alone plans. Priorities will be developed through countywide engagement, ensuring inclusion of disadvantaged communities. SCTA will engage all jurisdictions within Sonoma County and other relevant community-based/non-governmental organizations in development of the Plan. The Plan will help advance and be consistent with regional and statewide plans including Sonoma Vision Zero Plan, Sonoma Climate Mobilization Strategy, Shift Sonoma County, Son. Travel Behavior Study, Comprehensive Transportation Plan, the Metropolitan Transportation Commission's Active Transportation Plan, Regional Trail Network, Great Redwood Trail, Caltrans District 4 Bike and Pedestrian plans, Caltrans 2020-2024 Strategic Plan, California Transportation Plan, and Climate Action Plan for Transportation Infrastructure.

- **Richmond Parkway Environmental Justice and Regional Mobility Study** ($562,650)
  Applicant: Western Contra Costa Technical Advisory Committee
  Sub Applicants: Contra Costa County - Conservation and Development Department and City of Richmond - Public Works Department
  Description: Richmond Parkway is a major arterial linking Interstate-80 and Interstate-580 (Richmond-San Rafael Bridge), a major goods movement (truck and rail) and commuter corridor, a critical segment of the San Francisco Bay Trail and includes the Richmond Parkway Transit Center at its north end. This plan will continue and expand the prior community-focused process to evaluate and make recommendations via a health equity lens for improving bicycle and pedestrian infrastructure, transportation safety, transit access, public health, and air quality. The plan will develop strategies for minimizing negative impacts of speeding, collisions, neighborhood cut-through truck traffic and localized pollution. The plan will include a Parkway Strategies Toolkit, Evaluation Matrix and project list. The projects implemented because of this plan further the goals and priorities of the California Transportation Plan 2050, Caltrans District 4's Pedestrian and Bicycle Plans, and the region's Plan Bay Area 2050.

APPENDIX B — STBG FUNDED PROJECTS

County Transportation Agencies and Regional Agencies: Planning and Programming

FY 2022/23 – 2025/26

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 2050, the Regional Transportation Plan/Sustainable Communities Strategy, provides a roadmap for accommodating projected household and employment growth in the nine-county Bay Area by 2050 as well as a transportation investment strategy for the region. Plan Bay Area 2050 details how the Bay Area can make progress toward the region's long-range transportation and land use goals.

MTC partners with County Transportation Agencies (CTAs), which are county-level organizations that aid in regional congestion management and transportation planning processes, to meet federal transportation planning requirements.

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:

- To implement the One Bay Area Grant (OBAG) program, inclusive of OBAG 2 and OBAG 3, as per MTC Resolutions 4202 and 4505;
- To support successful project monitoring and delivery for all transportation projects and programs included in the Transportation Improvement Program (TIP);
- To support jurisdictions within the county to meet post-programming federal requirements, including meeting award deadlines, timely invoicing, minimizing and responding to inactive obligations, and timely project close-out
- To assist in the development of the Transportation Improvement Program/State Transportation Improvement Program and the Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS) (commonly referred to as "Plan Bay Area") through countywide planning efforts;
- To establish and document a land use and travel forecasting process and set of procedures that are consistent with those of the Association of Bay Area Governments (ABAG) and MTC or develop and document appropriate alternative analytical approaches in cooperation with MTC;

- To support the implementation of regional policies and plans, including the Transit-Oriented Communities Policy (MTC Resolution 4530), Complete Streets Policy (MTC Resolution 4493), Regional Safety/Vision Zero (VZ) Policy (MTC Resolution 4400), Bay Area Coordinated Public Transit-Human Services Plan (Coordinated Plan), Bay Area Transit Transformation Action Plan, and the implementation actions in the Plan Bay Area 2050 Implementation Plan;
- To support other regional planning and programming efforts, including the Community-Based Transportation Planning (CBTP) Program, Lifeline Transportation Program (LTP) or its successor program, Priority Development Area (PDA) Planning Grant Program, and adaptation planning programs including the development of Resilience Improvement Plan(s) for transportation assets; and
- To engage in public outreach and engagement as detailed in the most recent MTC Public Participation Plan.

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 CTA Planning and Programming Funding Agreements
Total FY 2022-23 through FY 2025-26

Funding by Agency

County	Agency	Base Planning			Total
Alameda	**ACTC**	$4,905,000			$4,905,000
Contra Costa	**CCTA**	$4,087,000			$4,087,000
Marin	**TAM**	$3,446,000			$3,446,000
Napa	**NVTA**	$3,446,000			$3,446,000
San Francisco	**SFCTA**	$3,624,000			$3,624,000
San Mateo	**SMCCAG**	$3,450,000			$3,450,000
Santa Clara	**VTA**	$5,307,000			$5,307,000
Solano	**STA**	$3,446,000			$3,446,000
Sonoma	**SCTA**	$3,446,000			$3,446,000
CTAs	**Total:**	**$35,157,000**			**$35,157,000**

Note: Funding levels may change based on programming revisions and subsequent agreement amendments.

CTA Task Deliverables* & Actions	Schedule**
Monitor and report on project sponsors completion of adopted OBAG program requirements within county	Annually, and as required by the respective program resolutions

CTA Task Deliverables* & Actions	Schedule**
Prepare and submit list of FHWA federal-aid projects for inclusion in the annual obligation plan development and annual obligation plan update	Two times per year
Monitor and report on delivery status of FHWA federal-aid local projects within county	Quarterly, and as needed
Monitor and report on post-programming status of FHWA federal-aid local projects within county	Quarterly, and as needed
Prepare and submit countywide transportation priorities consistent with regional long-range vision and guidance	As Needed
Provide project information, such as design concept, scope, cost and schedule, for regionally significant projects	Every other year, and as needed
Submit CMP Modeling Consistency Checklist	Every other year
Submit model documentation or other model consistency deliverables	As Needed
Data share of travel model inputs, including baseline and future networks	Annually, and as needed
Submit complete streets checklist for any project applying for regional discretionary funds or grant endorsements; and facilitating timely review of checklists prior to the CTA Board taking an action on the project	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 historically underserved communities in the county, including in EPCs identified in 2020.	Ongoing
n/a	Ongoing

** Potential deliverables may include checklists, status reports, invoices, lists of projects, adopted plans, etc.*
*** Task start dates will begin immediately following project authorization, currently estimated for July 2022. All tasks will end on or before the Estimated Phase Completion Date of September 30, 2028.*

APPENDIX C — STATE AND FEDERALLY FUNDED COMPETITIVE GRANT PROJECTS

Caltrans Adaptation Planning Grant Program

FY 2021/2022 ADAPTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: March 30, 2024 (RGAs), except where noted

- **Climate Action and Adaptation** ($434,682)
  Applicant: Santa Clara Valley Transportation Authority (VTA)
  Description: The Project will prepare a Climate Action and Adaptation Plan (CAAP) that identifies specific actions VTA could take to minimize contributions to climate change, as well as to adapt and build resilience to long-term climate impacts. The CAAP will consist of three major deliverables. First, it will identify risks to transportation assets due to sea level rise, wildfire, extreme heat, and other climate change impacts, and ways to protect those assets for the public good. Second, it will identify actions to reduce VTA's contribution to climate change to meet State greenhouse gas (GHG) reduction goals. Lastly, it will identify actions VTA could take as Santa Clara County's Congestion Management Agency (CMA), in collaboration with others, to reduce countywide emissions from transportation. The Project will engage agencies and community stakeholders, particularly those who depend on transit and disproportionately bear the burden of impacts.

FY 2022/2023 ADAPTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2025 (RGAs), except where noted

- **Oakland-Alameda Estuary Adaptation Project** ($425,000)
  Applicant: City of Alameda
  Sub Applicants: City of Oakland – Planning and Building Division, Committee to House the Bay Area, and East Oakland Collective
  Description: The purpose of this project is to develop a concept in coordination with community members, stakeholders and the City Councils of Oakland and Alameda to protect both the downtown Oakland shoreline and the northern shoreline of Alameda's Marina Village area - including the Posey/Webster Tubes, which is Caltrans State Route 260 property, and the San Francisco Bay Trail - from expected sea level rise and to reduce the impacts of flooding. This project will serve as a proof of concept for multi-jurisdictional adaptation planning with community-based organizations for other estuary and San Leandro Bay area locations. The project will ensure long-term use of this multi-modal transportation system including the Caltrans' tubes, State Route 260, the San Francisco Bay Trail and the adjacent areas for these two diverse communities including disadvantaged populations in both west Alameda and Oakland Chinatown/Downtown Oakland.

DRAFT

ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Metropolitan Transportation Commission
Association of Bay Area Governments

Bay Area Metro Center
375 Beale Street, Suite 800, San Francisco, CA 94105
Tel 415-778-6700 | Fax 415-536-9800
info@bayareametro.gov | mtc.ca.gov