

Plan Bay Area 2040 Update

Existing Equity-Related Plans and Programs

Plan Bay Area, the region’s Sustainable Communities Strategy adopted in 2013, provides a roadmap for accommodating 2 million additional resident in transit-accessible areas identified by local governments as Priority Development Areas (PDAs). PBA also specifies how nearly \$292 billion in anticipated federal, state and local transportation funds will be spent through 2040. PBA includes a number of regional plans and programs that benefit transportation-disadvantaged communities such as low-income households, seniors and people with disabilities. These plans and programs are listed below. There may be other local plans and programs that serve the same populations in the region, which are not included here.

Table 1: Existing Equity-Related Plans and Programs

<i>Programs</i>	<i>Brief Description</i>
Coordinated Public Transit-Human Services Transportation (Coordinated) Plan	Federal law requires MTC to develop a Coordinated Plan that includes strategies to improve access and mobility of all residents in the region, especially seniors, people with disabilities and low-income households. MTC adopted a Coordinated Plan in 2013 and is currently in the process of updating the plan for adoption in early 2017.
Community-Based Transportation Planning (CBTP) Program	For each MTC-defined Community of Concern, the CBTP program provides planning grants to develop a prioritized list of locally-nominated transportation projects that meet critical needs of area residents. To date, MTC has funded 35 CBTPs in the region.
Lifeline Transportation Program (LTP)	MTC’s Lifeline Transportation Program funds locally-nominated transportation projects identified in a CBTP through a collaborative and inclusive process. PBA commits \$800 million to the LTP over the life of the plan.
Regional Means-Based Transit Fare Pricing Study	In 2015, MTC funded a study to assess the feasibility and effectiveness of a region-wide transit fare subsidy program for low-income riders. The final report is expected in late-2016.
Transit Capital Priorities (TCP) Section 5307 Urbanized Area Program	Section 5307 program provides funding for a wide range of transit investments, bicycle projects and investments to comply with the Americans with Disabilities Act (ADA) and the Clean Air Act, based on formulas established by Congress.
Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Program	MTC partners with Caltrans to administer Section 5310 funds to meet the mobility needs of seniors and people with disabilities in the Bay Area. The program provides approximately \$4.5 million annually to eligible projects in the region.
Section 5311 Rural Area Formula Program	Section 5311 provides funds for both transit capital projects and operations in non-urbanized areas. These funds are also eligible for paratransit service. The program provides approximately \$1.5 million annually to eligible projects in rural communities.

FTA’s TCP and State Transit Assistance (STA) Program Set Asides for Paratransit	MTC sets aside 10% (approximately \$20 million annually) of Section 5307 funds for ADA paratransit service in urbanized areas. In addition, STA sets aside 15.6% (approximately \$8 million annually) of its population-based formula allocations for paratransit.
One Bay Area Grant (OBAG) Program	OBAG supports California’s smart-growth goals by incentivizing local agencies to fund transportation projects in Priority Development Areas (PDAs). PBA commits \$14.6 billion over the plan period to OBAG for complete streets, Safe Routes to Transit and Safe Routes to School projects. To be eligible for OBAG funds, each jurisdiction must adopt a complete streets policy and a housing element.
Bay Area Transit-Oriented Affordable Housing (TOAH) Fund	In 2011, MTC committed \$10 million in seed funding for the TOAH fund that provides developers access to flexible, affordable loans to purchase property near transit for affordable housing. MTC committed an additional \$10 million to the fund in 2014.
Bay Area Safe Routes to School (SRTS) Program	The SRTS program, part of OBAG, provides approximately \$5 million annually in grants to cities, counties and congestion management agencies to fund bicycle, pedestrian, and safety projects near schools.
Active Transportation and Complete Streets Programs	MTC’s bicycle and pedestrian planning program supports multiple initiatives including, bike to work, complete streets, bikeshare, the Bay Trail, and connectivity across the region’s bridges. PBA commits \$4.6 billion to bicycle and pedestrian investments over the plan period.
San Francisco Bay Area Goods Movement Plan	In early 2016, MTC completed the San Francisco Bay Area Goods Movement Plan. Three of the five project goals directly benefit communities of concern: increase economic growth and prosperity; reduce environmental and community impacts; and improve the quality of life in communities most affected by goods movement.
Regional Climate Initiative	PBA commits \$630 million for climate initiatives that reduce greenhouse gas emissions and other pollutants in the region.

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