

Overall Work Program

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



April 2022



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION



FY 2022–2023
OVERALL WORK PROGRAM
for the
San Francisco Bay Area

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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
AOC	Arterial Operations Committee
APIs	Application Programming Interfaces
AQ	Air Quality
ARP	American Rescue Plan
AT	Active Transportation
ATCAS	Advanced Toll Collection and Accounting System
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
BRTTF	Blue Ribbon Transit Recovery Task Force
C/AV	Connected/Automated Vehicles
CalSTA	California State Transportation Agency
Caltrain	Peninsula Commuter Rail Service
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
Clipper®	Regional Single Card Fare Payment System
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CMS	Congestion Management System
CRM	Customer Relationship Management System
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
C/O	Carryover Funds from Prior Year
CWE	Commute with Enterprise
DA	Delegation Authority
DAC	Disadvantaged Community

DBE	Disadvantaged Business Enterprise
DBOM	Design-build-operate-maintain
DOD	Department of Defense
DOT	Department of Transportation
EDMM	Executive Director's Management Memorandum
EIR	Environmental Impact Report (state)
EIS	Environmental Impact Statement (federal)
EJ	Environmental justice
EL	Express Lanes
EMFAC	EMission FACtor Model
EN7	Plan Bay Area 2050 Environment Strategy 7
EPA	Environmental Protection Agency
EPC	Equity Priority Communities
EV	Electric Vehicle
EVSE	Electric vehicle supply equipment
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
GAAP	Generally Accepted Accounting Principles
GASB	Governmental Accounting Standards Board
GGBH&TD	Golden Gate Bridge, Highway and Transportation District
GHG	Greenhouse Gas
GIS	Geographical Information System
GTFS	General Transit Feed Specification
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
ICAP	Indirect Cost Allocation Plan
ICM	Integrated Corridor Management
IDEA	Innovative Deployments to Enhance Arterials
IDEA SAV	Innovative Deployments to Enhance Arterials Shared Automated Vehicles
IGR	Intergovernmental Review
IJJA/BIL Act	Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law
IMS	Intermodal Management System
ITS	Intelligent Transportation Systems
LAVTA	Livermore Amador Valley Transportation Authority
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.
OPR	California Office of Planning and Research
OWP	Overall Work Program
OWPA	Overall Work Program Agreement
PA/ED	Project Approval/Environmental Document Phase
PAC	Project Advisory Committee
PASS	Program for Arterial System Synchronization
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
PTDM	Parking and Transportation Demand Management
PUC	California Public Utilities Code
RAMP	Regional Advance Mitigation Planning
RAPC	Regional Airport Planning Committee
RCIS	Regional Conservation Investment Strategy
RCSC	Regional Customer Service Center
REAP	Regional Early Action Planning
RM2	Regional Measure 2
RSR	Richmond-San Rafael Bridge
RTCI	Regional Transit Capital Inventory
RTIP	Regional Transportation Improvement Program

RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Council of Governments
SAFE	Service Authority for Freeways and Expressways
SAFETEA	Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2004
SALCP	California Sustainable Agricultural Land Conservation Program
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
SBE	Small Business Enterprise
SCC	Solutions for Congested Corridors Program
SCS	Sustainable Communities Strategy
SCTA	Sonoma County Transportation Authority
SFO	San Francisco International Airport
SIP	State Implementation Plan (for air quality)
SMART	Sonoma-Marin Area Rail Transit
SMCEL JPA	San Mateo County Express Lanes Joint Powers Authority
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
STP	Surface Transportation Program
STRAHNET	Strategic Highway Network
TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin or Transportation Asset Management Program
TAP	Transportation Alternatives Program
TCC	Transportation Cooperative Committee
TCEP	Trade Corridor Enhancement Program
TCM	Transportation Control Measure

TCP	Transit Capital Priorities
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TETAP	Traffic Engineering Technical Assistance Program
TIES	Transit Integration and Efficiency Study
TIM	Traffic Incident Management
TIP	Transportation Improvement Program (federal requirement)
TIRCP	Transit and Intercity Rail Capital Program
TM2	Travel Model 2
TMC	Transportation Management Center
TMS	Transportation Management System
TOC	Transit-Oriented Communities
TOD	Transit-Oriented Development
Toll Credit	Non-Federal Share — Section 1905 of SAFETEA-LU
TOS	Traffic Operations Systems
TPI	Transit Priority Investment
TSMO	Transportation Systems Management and Operation
TSP	Transit Sustainability Project
USC	United States Code
USDOT ACR-IT	United States Department of Transportation's Architecture Reference for Cooperative and Intelligent Transportation
VMT	Vehicle Miles Traveled
VTA	Santa Clara Valley Transportation Authority
WE	Work Element
West CAT	Western Contra Costa Transit
WRCB	California Water Resources Control Board
WETA	Water Emergency Transit Authority
ZEV	Zero Emissions Vehicle

METROPOLITAN TRANSPORTATION COMMISSION
PROSPECTUS

May 2022
FY 2022–2023

MTC PROSPECTUS

I. INTRODUCTION AND PURPOSE

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

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

Section II – 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 2022-23.

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 2021 TIP, in October 2021. 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, which 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:

- 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 2022-23 OWP work element references the relationship between the upcoming tasks and the federal planning factors. Additionally, staff has created the following table displaying the relationship between the planning factors and many of the work elements across the OWP.

Federal Planning Factor	FY 2022-23 OWP Work Elements Supporting Federal Planning Factor
Support the economic vitality of the metropolitan area	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1212, 1511, 1512, 1517, 1611, 1614, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1310, 1314, 1515, 1612, 1615</p> <p>WEs Funded by State and Local Sources 1114, 1124, 1131, 1132, 1311, 1412, 1618, 1620</p> <p>Other WEs 1255, 6031, 6032, 6840, 6860</p>
Increase the safety of the transportation system for motorized and non-motorized users	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1125, 1127, 1212, 1512, 1517, 1520, 1611, 1614, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1128, 1223, 1233, 1234, 1235, 1237, 1238, 1240, 1310, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1124, 1131, 1132, 1618</p> <p>Other WEs 1255, 6031, 6032</p>

Federal Planning Factor	FY 2022-23 OWP Work Elements Supporting Federal Planning Factor
<p>Increase the security of the transportation system for motorized and non-motorized users</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1125, 1512, 1517, 1520, 1611</p> <p>WEs Funded by Federal/State Grants and Local Sources 1124, 1223, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1131, 1132</p> <p>Other WEs 1255</p>
<p>Increase the accessibility and mobility of people and for freight</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1125, 1127, 1212, 1413, 1512, 1517, 1520, 1611, 1614, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1128, 1222, 1223, 1233, 1234, 1235, 1237, 1238, 1239, 1310, 1314, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1124, 1131, 1132, 1311, 1312, 1514, 1618</p> <p>Other WEs 1161, 1255, 6032, 6840, 6860</p>
<p>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</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1125, 1127, 1212, 1413, 1512, 1517, 1520, 1611, 1614, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1128, 1222, 1223, 1233, 1235, 1237, 1240, 1515, 1612, 1615,</p> <p>WEs Funded by State and Local Sources 1114, 1124, 1131, 1132, 1412, 1618, 1620</p>
<p>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1125, 1127, 1413, 1511, 1512, 1517, 1520, 1521, 1611, 1614, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1223, 1234, 1235, 1237, 1238, 1239, 1310, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1124, 1131, 1132, 1311, 1514, 1618</p> <p>Other WEs 1161, 1255, 6840, 6860</p>

Federal Planning Factor	FY 2022-23 OWP Work Elements Supporting Federal Planning Factor
<p>Promote efficient system management and operation</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1212, 1511, 1512, 1517, 1520, 1521, 1611, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1223, 1233, 1234, 1235, 1237, 1238, 1314, 1515</p> <p>WEs Funded by State and Local Sources 1131, 1132, 1156</p> <p>Other WEs 1161, 1255, 6031, 6032, 6840, 6860</p>
<p>Emphasize the preservation of the existing transportation system</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1212, 1413, 1511, 1512, 1517, 1520, 1611, 1614, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1128, 1222, 1223, 1233, 1235, 1237, 1612</p> <p>WEs Funded by State and Local Sources 1131, 1132, 1514, 1618</p>
<p>Improve the resiliency and reliability of the transportation system; reduce or mitigate storm water impacts of surface transportation</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1121, 1122, 1125, 1413, 1511, 1512, 1520, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1128, 1223, 1233, 1237, 1240, 1310, 1612</p> <p>WEs Funded by State and Local Sources 1131, 1132</p>
<p>Enhance travel and tourism</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1121, 1122, 1125, 1127, 1413, 1517, 1520, 1614</p> <p>WEs Funded by Federal/State Grants and Local Sources 1223, 1224, 1235, 1239, 1240</p> <p>WEs Funded by State and Local Sources 1131, 1132, 1514, 1618</p> <p>Other WEs 6031, 6032</p>

Planning Emphasis Areas (PEAs)

FHWA and FTA have released the Planning Emphasis Areas (PEAs) for 2021. These are areas that are encouraged for incorporation in the FY 2022-23 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 2022-23 OWP work element references the relationship between the upcoming tasks and these PEAs. Additionally, staff has created the following table displaying the relationship between the PEAs and many of the work elements across the OWP.

PEA	FY 2022-23 OWP Work Element Supporting PEA
<p>Tackling the Climate Crisis — Transition to a Clean Energy, Resilient Future</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1121, 1125, 1127, 1413, 1512, 1611, 1614, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1128, 1222, 1233, 1237, 1238, 1310, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1124, 1131, 1132, 1412, 1618</p>
<p>Equity and Justice40 in Transportation Planning</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1127, 1413, 1512, 1517, 1520, 1611, 1614, 1621, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1233, 1235, 1237, 1238, 1310, 1314, 1612, 1615</p> <p>WEs Funded by State and Local Sources 1114, 1124, 1131, 1132, 1311, 1312, 1412, 1514, 1618, 1620</p> <p>Other WEs 1153, 6031, 6032, 6840, 6860</p>

PEA	FY 2022-23 OWP Work Element Supporting PEA
Complete Streets	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1125, 1127, 1512, 1611, 1614</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1234, 1310, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132</p> <p>Other WEs 1255</p>
Public Involvement	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1127, 1512, 1517, 1520, 1611, 1614, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1240, 1310, 1314, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156</p> <p>Other WEs 1255, 6031</p>
Strategic Highway Network	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1512</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233</p>
Federal Land Management Agency (FLMA) Coordination	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1512</p>
Planning and Environment Linkages (PEL)	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1121, 1512, 1520</p> <p>WEs Funded by Federal/State Grants and Local Sources 1237, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1131, 1132, 1412</p>

PEA	FY 2022-23 OWP Work Element Supporting PEA
Data in Transportation Planning	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1127, 1212, 1511, 1512, 1517, 1521, 1622</p> <p>WEs Funded by Federal/State Grants and Local Sources 1120, 1224, 1233, 1234, 1235, 1237, 1238, 1239, 1310, 1314, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1412</p> <p>Other WEs 1161, 6032, 6840, 6860</p>

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 MTC 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 MTC 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. Totalling 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 target, and improve intraregional jobs-housing balances, among other beneficial outcomes. Last, but certainly not least, the final 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.

Pivoting Toward Implementation in 2022

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 *Final Plan Bay Area 2050* allows MTC and ABAG staff to begin advancing some key initiatives specifically over the next year. High-priority actions for next year include, but are not limited to:

- Providing guidance for local jurisdictions through the Transit-Oriented Development (TOD) Policy Update;
- Advancing transit recovery through implementation of the Blue Ribbon Transit Recovery Task Force priorities, as well as further progress on the Major Project Advancement Policy and completion of the Fare Coordination and Integration Study;
- Conducting deep community engagement on the future of Bay Area freeways, and how pricing can play a role, through the Next-Generation Freeways Study; and
- Expanding coordination with the Bay Area Air Quality Management District to accelerate implementation of all climate mitigation strategies, from sustainable commute targets to electric vehicle subsidies and marketing to travel demand management programs.

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 ferries; diesel commuter rail and electric-powered rapid transit rail; diesel and natural gas buses; and electric trolley buses. The combined annual operating budget of the transit agencies is over \$2 billion, placing this region among the top

transit centers in the nation. In addition, there are numerous specialized services for elderly and disabled travelers (referred to as paratransit service), nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major commercial airports.

Metropolitan Transportation Commission

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

The Commission's work is guided by a 21-member policy board, eighteen of whom are voting members. Oakland and San 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 agencies, 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.
Regional Advisory Working Group	Provides input on updates to Plan Bay Area.
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 jurisdictions and as assigned by the Commission.

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

In the areas of economy and the environment, there are a total of nine members, with four members representing economic interests and four bringing an environmental perspective; the ninth member represents either category. In addition, 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 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. Capital Corridor Joint Powers Board: Jim Spering
3. County Connection: Amy Worth
4. Marin Transit: Damon Connolly
5. NVRTA: Alfredo Pedroza
6. Santa Clara Valley Transit Authority: Margaret Abe-Koga, Cindy Chavez, Sam Liccardo
7. Soltrans: Jim Spering
8. Sonoma Marin Area Rail Transit: Damon Connolly, 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

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](#) 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 regional Sustainable Communities Strategy (SCS) to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light-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

There are six federally recognized Native American Tribes in the San Francisco Bay Area. Throughout the regional transportation planning process and the companion Transportation Improvement Program, MTC routinely invites each of the six federally recognized Native American Tribes to participate in

government-to-government consultations. MTC lays the groundwork for consultation early in the process of developing the regional transportation plan, and generally includes a “Tribal summit” for all six Tribal governments. Each Tribe is also asked to identify a preferred point of contact for future engagement meetings.

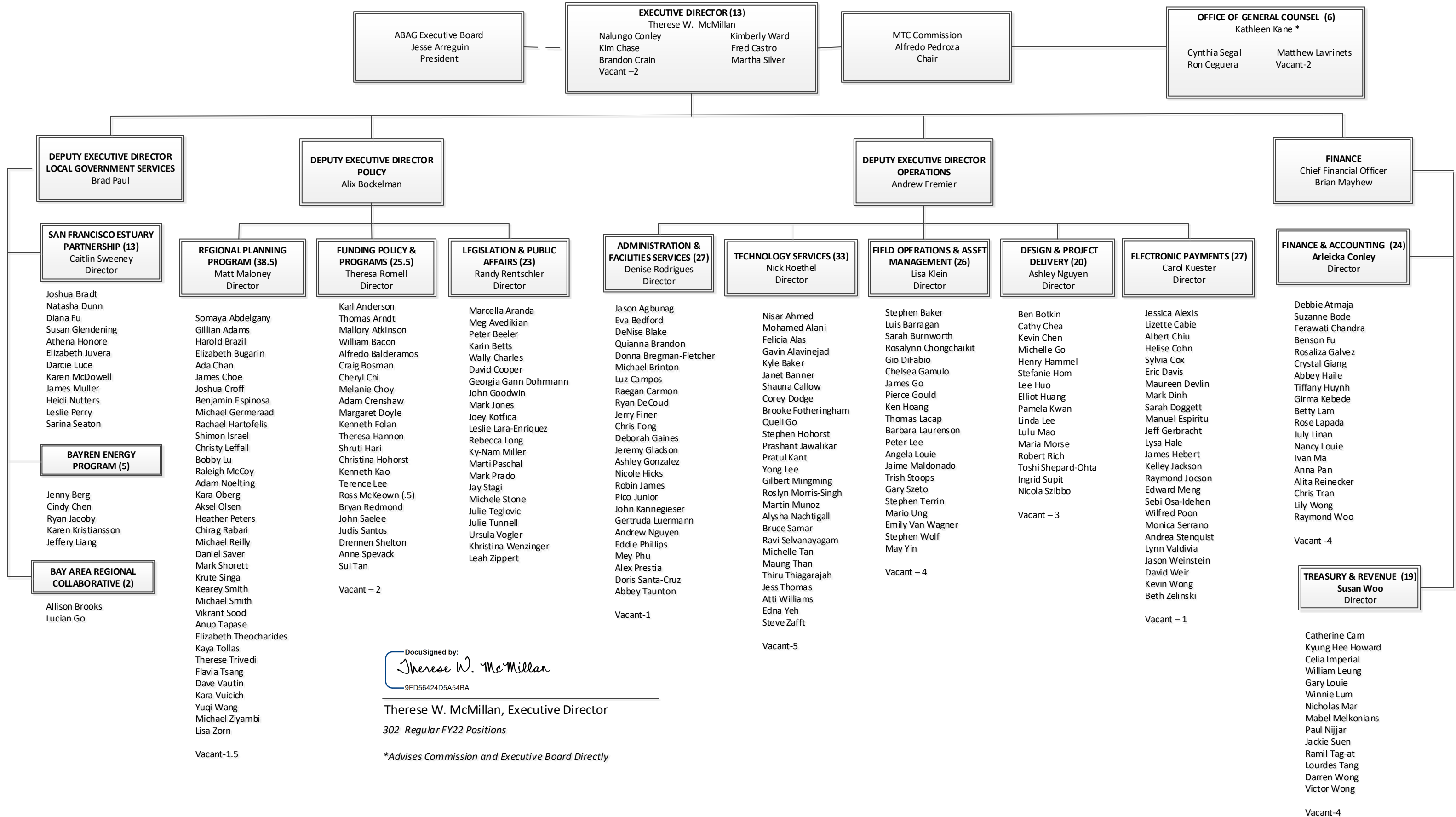
MTC board members and executive staff participate in consultation with the Tribal governments. MTC conducts consultation and associated activities in locations convenient for the Tribal governments. Past meetings have been held in Sonoma County, where most of the federally recognized Tribal governments are located. During the COVID-19 pandemic, consultation meetings have been held virtually via Zoom.

The Tribal summit is a forum with the purpose of facilitating conversation and fostering collaboration between Tribal governments and other state, regional and local government agencies. The state Department of Transportation and the appropriate county transportation agencies are invited and often participate. It includes discussion about how the Tribal governments can participate in development of the long-range plan, as well as how they can engage in individual government-to-government consultation with the participating agencies. The Tribal summit also serves to introduce Tribal governments to MTC and partner agencies, and to establish channels for receiving communications and material from MTC throughout the long-range planning effort. The Tribal summit also may include facilitation by an individual or organization known to the Tribal governments.

As a next step after the Tribal summit, MTC continues to encourage individual government-to-government consultation meetings with each Tribal government throughout development of the regional transportation plan to discuss issues and concerns specific to each Tribe. MTC offers to conduct consultation at a time and location convenient for the Tribe, which may include attendance at meetings of the Tribal council or committees. The governments also receive materials from MTC throughout the RTP planning effort.

Metropolitan Transportation Commission

Staffing Organization as of October 1, 2021

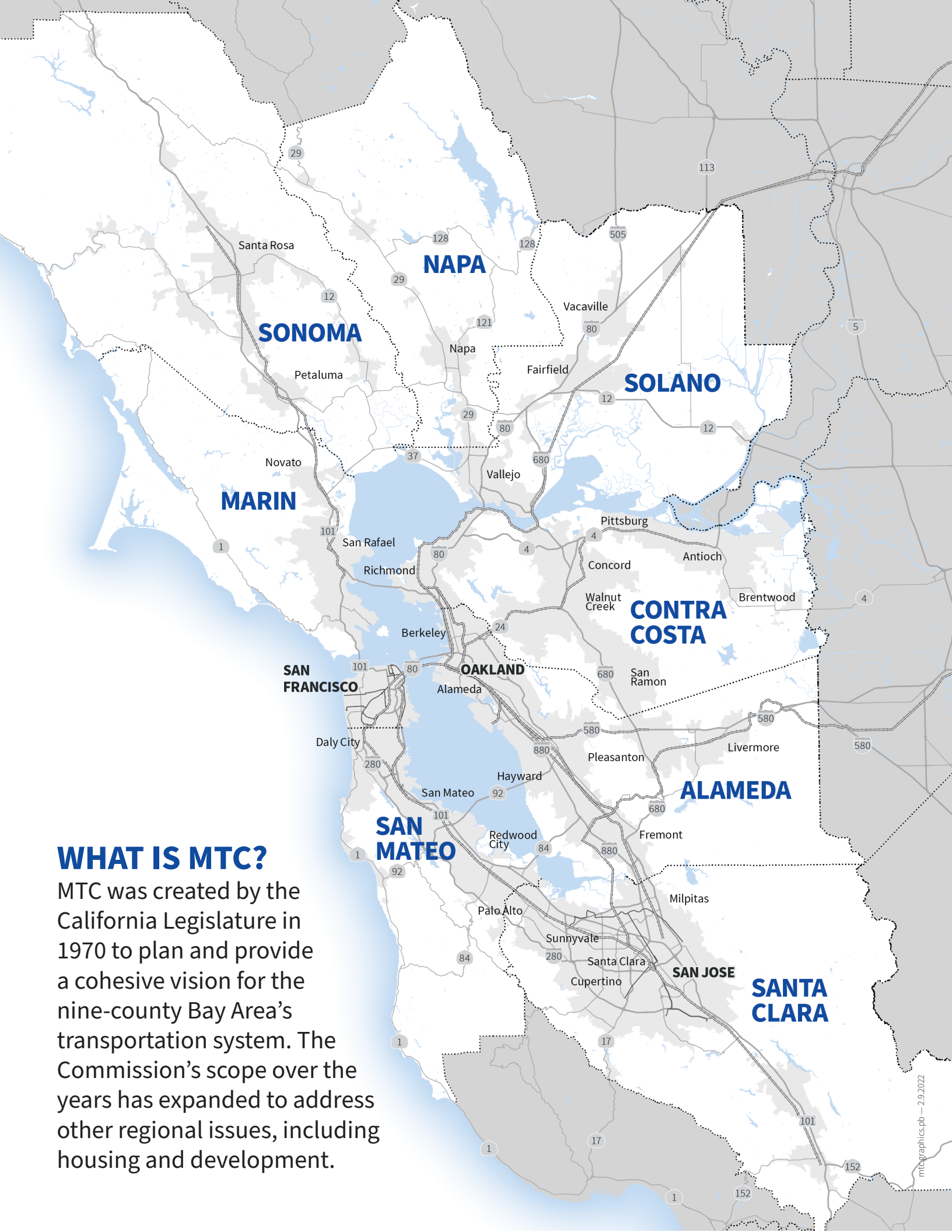


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Therese W. McMillan, Executive Director
 302 Regular FY22 Positions

*Advises Commission and Executive Board Directly



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 2022–2023
MAY 2022

OVERALL WORK PROGRAM – CALTRANS

Caltrans Work Elements

Goals and Objectives

The California Department of Transportation (Caltrans/Department) Work Elements support the 2020-2024 Caltrans Strategic Plan vision and goals of 1) Safety First, Cultivate Excellence, 2) Multimodal Network, 3) Stewardship and Efficiency, 4) Climate Action, and 5) Equity and Livability. Also, it seeks to provide a safe and reliable transportation network that serves all people and respects the environment. The Sustainability goal aims to achieve a 15 percent reduction of statewide per capita VMT relative to the 2010 baseline.

Caltrans Work Elements also promote the Department's objectives in its various transportation plans, including the California Transportation Plan 2050 (CTP 2050), California Freight Mobility Plan (2020), Smart Mobility Framework Guide (2020), Complete Streets and Interregional Transportation Strategic Plan. In addition, Caltrans Work Elements fulfill the Department's responsibility to steward federal transportation planning funds. The Work Elements stress the inclusion of the Tribal Governments and under-represented communities of concern in the State and regional transportation planning and programming processes.

Caltrans planning activities support goals established in the regional transportation planning guidelines adopted by the California Transportation Commission (CTC) and the climate change-related legislation closely linking transportation and land use planning. Integration of the two planning processes 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 (SB 391). SB 391 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.

The 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 revenues of roughly \$50 billion over the next ten years to maintain and integrate the State's multi-modal transportation system. SB 1 allocated \$25 million in additional Caltrans Sustainable Communities Grant fund beginning with the Fiscal Year 2017/18 grant cycle to aid regional and local planning efforts. Also, SB1 provided funding allocation in the FY 2018/19 and FY 2019/20 grant cycles. 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 to support and implement Regional Transportation Plans (RTP) and Sustainable Communities Strategies (SCS) efforts where appropriate and to help achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050 respectively. SB 1 had also allocated \$20 million in climate change adaptation planning grants to local and regional agencies for adaptation planning through the FY 2019/20 funding cycle.

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

Objectives

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

To disseminate the latest information on any update of the state plan, new guidelines, 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

CTP Implementation Element

Estimated Completion Date

N/A

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.2 – 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

Update and lead the analysis and preparation of TCRs, CCPs, CMCPs, and other corridor plans for each of the District's 56 routes.

Represent Caltrans through regular attendance at monthly regional coordination meetings and CMA Technical Advisory Committee meetings, engage in the planning process, and respond to partner agencies and public requests.

In concert with appropriate District functional units and partner agencies, support activities related to the ongoing development and update of TCRs, Corridor System Management Plans (CSMP), CMCPs, the ITSP, the MLSP, (the DSMP), and accompanying Multi-Objective Non-SHOPP Transportation Equity Report (MONSTER) List. Participate in or lead project prioritization and nomination to various federal and state funding programs, including, but not limited to ITIP and SB 1 competitive programs.

Provide assistance in the process to (1) relinquish existing State Highway System route segments to local agencies; (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; and (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 the development of HQ’s statewide plans and guidance, including but not limited to, the ITSP Addendum, 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

N/A

Estimated Completion Date

N/A

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.3 – 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 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/reoccurring 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, and Assurances to ORCP District Liaison.

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

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

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

Caltrans Work Elements for the OWP/OWPA annual update
 Progress reports on Caltrans OWP/OWPA activities
 Reimbursement of CPG and Discretionary funds
 Participation at policy level meetings
 Amendment Approval
 Close-out packages for Discretionary funded projects

Estimated Completion Date

February 2022
 Quarterly
 Monthly
 As Needed
 Periodic
 As Needed

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

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.
- Documents on Tribal government-to-government relations

Ongoing
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.

Products

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

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Completion

Ongoing

Estimated Person-Months and Cost

N/A

Work Element 6.6 – 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 in a timely fashion to requests from Tribes and coordinate with appropriate internal functional units in the response.
Early involvement of 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), and Caltrans Director Policy 19 (August 2001) 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 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.
Provide a letter of support on federal planning grants.

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

Not funded through OWP process

Estimated Completion Date

Ongoing

Work Element 6.7 – Equity, Justice, and Public Engagement

Objectives

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

To promote greater public involvement of community groups and equity priority 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 Environmental Justice dated December 1998).

Environmental Justice Planning supports and encourages efforts 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.

Task

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.

Act in an advisory role to other branches requesting public participation process information or usage of the Headquarters Planning Public Engagement Contract services.

Caltrans Planning Public Engagement Contract Efforts

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

high-profile, complex transportation planning efforts and provides technical support for Caltrans staff to conduct more day-to-day outreach and engagement work.

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

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 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.

Caltrans Sustainable Transportation Planning Grant Program

The Caltrans Sustainable Transportation Planning grant program supports the California Department of Transportation (Caltrans) current Mission to provide a safe and reliable transportation network that serves all people and respects the environment. 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. And 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.

Initiate the 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

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

Estimated Completion Date

Ongoing
Quarterly

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Month & Cost

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, together with Caltrans district functional units and Headquarters staff, works 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

Review and provide input on planning and design-level documents

Coordinate District 4 Bicycle Advisory Committee

Estimated Completion Date

Ongoing

Quarterly

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Month & Cost

N/A

Work Element 6.11 – 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.

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

Not funded through the OWP process

Estimated Person-Months and Cost

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 freight is transported, including trucking, rail, aviation, maritime travel, and 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 develops strategies, policies, and methodologies to improve the efficient movement of freight commodities through the State’s multimodal transportation system. All freight modes and intermodal connections are considered in the ongoing effort to facilitate efficient, sustainable, and equitable movements of freight to and through the region.

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

Internal/external project and policy documents

Estimated Completion Date

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.13 – 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

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

Estimated Completion Date

Monthly
As Needed
As Needed

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.14 – Climate Change Adaptation Planning

Objectives

District 4 coordinates with the HQ Climate Change Branch 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, to further the Bay Area's climate protection goals, and improve our region's air quality and public health and safeguard us from sea-level rise.

Description

The Global Warming Solution Act of 2006 creates a comprehensive, multi-year program to reduce GHG emissions in California. The Department works closely with the California Air Resources Board and the Administration's Climate Action Team (CAT) to support 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 extreme weather. In the Bay Area, the single largest source of GHG emissions is from fossil fuel consumption in the transportation sector. The transportation sector, mainly from cars, trucks, buses, trains, and ferries, contributes over 40 percent of the GHG emissions in the region.

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. In 2013, Caltrans District 4, in partnership with BCDC, MTC, and BART, was awarded a \$300,000 FHWA grant and will develop a study titled, "Climate Change and Extreme Weather Adaptation Options for Transportation Assets in the Bay Area." Caltrans, BCDC, and MTC completed the study in December 2014. In 2017, Caltrans released the District 4 Climate Change Vulnerability Assessment package. The Summary Report provides a high-level review of potential climate impacts to the State Highway System. 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.

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.

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
BCDC ART Bay Area Adapting to Rising Tides Program	Ongoing

Estimated Cost by Funding Source

Estimated Person-Months and Cost

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

Studies awarded under the Adaptation Planning Grant Program during FY 18/19 are listed on the 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 Town of Windsor's Adaptation Plan, will conclude in February 2022.

District 4 SB-1 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

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

Estimated Completion Date

Ongoing
Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process.

Estimated Person Months and Cost

N/A

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

Objective

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

Description

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

Not funded through the OWP process

Estimated Person Months and Cost

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.
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

Annual Census Report
Annual Program Inventory

Estimated Completion Date

Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

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.

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

TOS projects in nine counties and seven toll bridges

Operate ramp metering system

Estimated Completion Date

Ongoing

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.2 – Freeway Service Patrol

Objectives

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

Description

The Freeway Service Patrol (FSP) is a free service to the public, providing emergency towing and assistance to help keep 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 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 2019-22 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 12 Tow Service contracts (Request for Proposals) for 2024.

Assist in evaluating 12 Tow Service contracts (Request for Proposals) for 2019.

Assist in evaluation of replacement automatic vehicle locator and Mobile Data Tablet subsystem.

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

Products

Estimated Completion Date

Collect and report statistical data on the Number of, location, and type of assists 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
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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

Participation in Fremont-Milpitas SMART corridor project.

Participation in SV-ITS Enhancement project.

Coordination with City of San Francisco on SFGo project. East Bay Smart Corridor-monitor construction in San Pablo and International Blvd./Hesperian corridors

Participate in the development of the I-580 Tri-Valley Smart Corridor

Participation in San Mateo SMART Corridor project.

Tasks

Attend steering committee meetings.

Provide existing traffic and TOS information

Products

Silicon Valley Smart Corridor Phases 1, 2 and 3
East Bay SMART Corridor construction on State Highway

Operation of field equipment and links

between local agencies and Caltrans TMC

Implementation of ramp metering in Corridors

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Completion Date

Completed

Completed and on-going

Pending resolution of security issues

Ongoing

Estimated Person Months and Cost

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 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

Travel Demand Model for Sustainable
Community Strategy Land Use

Estimated Completion Date

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 9.2 – Data Management and Coordination Activities

Objectives

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

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

Description

Federal, state, regional, and local governments all have a keen interest in implementing an effective and efficient transportation system. 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, the majority 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 to 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 the Bay Area Automated Mapping Association/BayGEO, the Bay Area Regional GIS Committee, and local GIS Day activities.

Work with HQ Office of GIS on 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 for ongoing review and processing of Functional Classification change requests.

Products

GIS data library

Google Earth data layer library

Develop and Maintain Web Map Services

County STIP/SHOPP Project Location Maps

Corridor System Management Plan Maps

Functional Classification Changes/Updates

Estimated Completion Date

Complete – Ongoing Maintenance

Complete – Ongoing Maintenance

Ongoing

Ongoing

Ongoing

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 9.3 - Transportation Monitoring

Objectives

Collect and analyze data on the performance of the transportation system. 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 hand counts at 1/3 of the District's 543 truck classification locations each year, by the number of axles, during six-hour time periods only if resources allow.

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

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

Products

Annual Managed Lane Report

Quarterly Mobility Performance Report

Annual Traffic Volumes on CA State Highways

Annual Ramp Volumes on CA State Highways

Annual Average Daily Truck Traffic on CA State Highways

Estimated Completion Date

Ongoing

Ongoing

Ongoing

Ongoing

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person-Months and Cost

N/A

**OVERALL WORK PROGRAM
METROPOLITAN TRANSPORTATION COMMISSION**

FY 2022–2023

MAY 2022

OVERALL WORK PROGRAM – MTC

WORK ELEMENTS FUNDED BY THE CONSOLIDATED PLANNING GRANT (CPG)

FY 2022–2023

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

Project Manager: John Goodwin/Leslie Lara-Enríquez

A. Budget

Expenses		
Salaries		\$ 2,202,090
Benefits		1,101,045
Indirect		1,651,567
Other Operating		-
Consultants		1,201,000
Total Expenses		\$ 6,155,702

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		\$ 3,070,314
<i>Toll Credit Match</i>	352,165	
Federal Transit Administration (FTA) 5303 (FY 2022-23)		1,105,176
<i>Toll Credit Match</i>	126,764	
Bay Area Toll Authority (BATA) Regional Measure 2 Marketing		470,000
Bay Area Toll Authority (BATA) Reimbursement		337,500
General Fund		1,172,712
Total Revenues		\$ 6,155,702

Federal Share

67.83%

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

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 also conducts government-to-government consultation with Tribal governments of federally recognized Native American tribes throughout the transportation planning process and programming activities. 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. 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 at a location that is convenient for all six 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 2022 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.

Federal law requires MTC — when developing the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) — to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, MTC’s Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments. State law also requires MTC to prepare a separate Public Participation Plan for development of the RTP and Sustainable Communities Strategy (SCS) 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. Last fiscal year, SB 146 was passed which allowed for SCS engagement to be conducted digitally and by non-traditional means.

C. Project Products

Public Engagement

- Plan Bay Area 2050 engagement program, document and website
- Next Generation Freeway Study public engagement program
- Virtual and in-person public meetings, workshops and regional forums
- Implemented engagement activities of the Spare the Air Youth and Bike to Wherever Day (formerly Bike to Work Day) programs.
- Public Participation Plan — the adopted Public Participation Plan will describe MTC’s responsibilities, goals and strategies for engaging the San Francisco Bay Area public and stakeholders in its planning work and funding allocations.

Public Information

- All Aboard Bay Area Transit campaign digital and out-of-home assets
- *E-News* — MTC’s electronic newsletter
- Press releases, media advisories, etc.
- E-mail blasts and notifications; contact database

- Brochures, postcards and other collateral as needed
- Website updates
- Videos and social media content

D. Previous Accomplishments and Links to Relevant Products

Public Engagement

- Implementation of the agencies’ public participation program
- Completion of Plan Bay Area 2050 public engagement: <https://www.planbayarea.org/your-comments/plan-bay-area-2050>
 - [Plan Bay Area 2050 Public Engagement Report](#)
 - [Plan Bay Area 2050 Native American Tribal Outreach and Government-to-Government Consultation Report](#)
- Creation of Next Generation Freeway Study public engagement program
- Support implementation of engagement activities for the Spare the Air Youth and Bike to Wherever Day (formerly Bike to Work Day) programs

Public Information

- Establishment and implementation of a digital engagement program
- Continues updates 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/>

E. Work Plan (FY 22-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Finalize and approve the next Public Participation Plan	Staff	Final Public Participation Plan (once)	FHWA PL/ FTA 5303/ RM 2 Marketing/ BATA/ General Fund	Ongoing from previous FY	03/31/23
2	Begin planning for engagement on next RTP/SCS	Staff	Prepare work plan (ongoing)	FHWA PL/ FTA 5303/ RM 2 Marketing/ BATA/ General Fund	11/1/2022	06/30/23

3	Complete Phase 1 of engagement on Next Generation Bay Area Freeways Study (once)	Staff & Consultant (InterEthnica, Inc.)	Finalize implementation of work plan for study's public engagement efforts (ongoing)	FHWA PL/ FTA 5303/ RM 2 Marketing/ BATA/ General Fund	Ongoing from previous FY	9/30/22
4	Continue implementation of Spare the Air Youth and Bike to Wherever Day engagement activities	Consultant (Alta Planning + Design; Silicon Valley Bicycle Coalition)	Follow prepared work plan for program engagement activities (ongoing)	FHWA PL/ FTA 5303/ RM 2 Marketing/ BATA/ General Fund	Ongoing	Ongoing

F. Anticipated Future Activities (FY 2023-24)

- Begin engagement on the next RTP/SCS, 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.
- Plan and implement the second phase 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, etc.

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 for freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater

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 1113: Support the Partnership Board

Project Manager: John Saelee

A. Budget

Expenses		
Salaries		\$ 551,832
Benefits		275,916
Indirect		413,874
Other Operating		-
Consultants		-
Total Expenses		\$ 1,241,622

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		\$ 371,248
<i>Toll Credit Match</i>	42,582	-
Federal Transit Administration (FTA) 5303 (FY 2022-23)		104,820
<i>Toll Credit Match</i>	12,023	-
General Fund		765,554
Total Revenues		\$ 1,241,622

Federal Share

38.34%

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 22-23)

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	07/01/22	06/30/23
2	Conduct Partnership Technical Advisory Committee Meetings	Staff	3-4 meetings per year. Develop	FHWA PL/ General Fund	07/01/22	06/30/23

			agenda and produce packet items. Coordinate and host meetings.			
3	Conduct Programming and Delivery Working Group Meetings	Staff	Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/22	06/30/23
4	Conduct Transit Finance Working Group Meetings	Staff	Monthly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/22	06/30/23
5	Conduct Local Streets and Roads Working Group Meetings	Staff	Quarterly meetings. Develop agenda and produce packet items. Coordinate and host meetings.	FHWA PL/ General Fund	07/01/22	06/30/23
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	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

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

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

H. Federal Planning Emphasis Areas Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Complete Streets
- Public Involvement
- Data in Transportation Planning

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

Project Manager: Dave Vautin

A. Budget

Expenses	
Salaries	\$ 932,752
Benefits	466,376
Indirect	699,564
Other Operating	-
Consultants	2,058,098
Total Expenses	\$ 4,156,789

Revenues	
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)	\$ 789,030
<i>Toll Credit Match</i>	90,502
Federal Transit Administration (FTA) 5303 (FY 2022-23)	738,868
<i>Toll Credit Match</i>	84,748
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	404,010
<i>Local Match - General fund</i>	52,344
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	1,240,738
<i>Local Match - General fund</i>	160,751
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2020-21) (Carryover)	251,560
<i>Local Match - General fund</i>	32,592
General Fund	486,897
Total Revenues	\$ 4,156,789

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. 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.

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).

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 next long-range plan – Plan Bay Area 2050 – MTC and ABAG developed a new “blue sky” planning initiative known as Horizon. Over the course of roughly 18 months, Horizon explored strategies and investments for transportation, land use, economic development and environmental resilience to ensure they perform well under a suite of uncertainties – from technological changes to economic shifts. Horizon wrapped up in fall 2019, with the Horizon Final Futures Report released in winter 2020. All deliverables are available here: <https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon>
- Plan Bay Area 2050: Plan Bay Area 2050 was adopted in October 2021 as the region’s new 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>
- 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->

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop a fall 2022 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	07/01/22	11/30/22
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	07/01/22	06/30/23
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	07/01/22	06/30/23
4	Conduct internal strategic planning exercises to develop scope, schedule, team, and budget for envisioned minor update to Plan Bay Area 2050.	Staff	- Staff memo - Presentation - Schedule - Budget (once)	FHWA PL/FTA 5303/ General Fund	01/01/23	06/30/23
5	Update Regional Growth Forecast Methodology, if required, for Plan Bay Area 2050 Update.	Consultant (TBD)	- Methodology memo - Presentation (once)	FHWA PL/FTA 5303/ General Fund	03/01/23	06/30/23
6	Conduct needs & revenue analyses for Plan Bay Area 2050 Update.	Staff	- Staff memos - Presentations (as needed)	FHWA PL/FTA 5303/ General Fund	03/01/23	06/30/23
7	As-needed, develop amendment(s) and administrative modification(s) to Plan	Staff	Administrative amendments (as needed)	FHWA PL/FTA 5303	As needed	As needed

	Bay Area 2050.					
8	Track and report the implementation progress of regionally significant Plan Bay Area 2050 transportation projects and programs.	Staff	- Reporting documentation, likely a web-based tool	FHWA PL/FTA 5303	07/01/22	06/30/23
9	Develop options for future Equity Priority Communities framework and seek input from stakeholders.	Consultant	- Memos (quarterly) - Presentations (quarterly) - Maps and/or data analyses (as needed)	FHWA PL/FTA 5303	07/01/22	12/31/22
10	Refine and adopt new framework for Equity Priority Communities for Plan Bay Area 2050 Update and future MTC/ABAG initiatives.	Consultant	- Memos (quarterly) - Presentations (quarterly) - Maps and/or data analyses (as needed)	FHWA PL/FTA 5303	01/01/23	06/30/23
11	Engage with state and county partners to align Plan Bay Area 2050 strategies with state and county-wide initiatives. This work will include preparing an update to MTC's guidelines for Countywide Transportation Plans, and an assessment of the preparation of County Congestion Management Programs	Staff	- Memos (as needed) - Presentations (as needed) - Revised CTP Guidelines (once, adoption by Commission)	FHWA PL/FTA 5303	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- As needed, develop amendment(s) and administrative modification(s) to Plan Bay Area 2050.
- Conduct public launch for Plan Bay Area 2050 Update, followed by public and stakeholder engagement to refine strategies and implementation actions.

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 the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system 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

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>.

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

Project Manager: Kearey Smith/Lisa Zorn

A. Budget

Expenses	
Salaries	\$ 2,598,095
Benefits	1,299,048
Indirect	1,948,571
Other Operating	-
Consultants	2,460,000
Total Expenses	\$ 8,305,714

Revenues	
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)	\$ 2,898,966
<i>Toll Credit Match</i>	332,511
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)	1,794,676
<i>Toll Credit Match</i>	205,849
Federal Transit Administration (FTA) 5303 (FY 2022-23)	321,258
<i>Toll Credit Match</i>	36,848
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)	314,459
<i>Toll Credit Match</i>	36,068
General Fund	2,976,354
Total Revenues	\$ 8,305,714

Federal Share

64.16%

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: <https://github.com/BayAreaMetro/travel-model-two>
- 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>

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_Compedium_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/>)
- Developing, in cooperation with peer MPOs, dynamic transit assignment software (Fast-Trips – <http://fast-trips.mtc.ca.gov>)
- 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 2022-23)

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	07/01/22	06/30/23
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	07/01/22	06/30/23
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	07/01/22	06/30/23
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	07/01/22	06/30/23
5	Staff, working with a consultant team (TBD) and other partners, will begin work on a continuous regional household travel survey to inform travel	Staff/Consultant (TBD)	Survey summary reports (as needed), compiled database	FHWA PL/FTA 5303	07/01/22	06/30/23

	modeling, planning and research.					
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	07/01/22	06/30/23
7	Staff will continue to develop the Housing Element Site Selection Tool in support of the REAP Technical assistance efforts.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	General Fund	07/01/22	06/30/23
8	Staff, in concert with a consultant team (WSP) will continue to develop the next generation travel model (TM2) for the Regional Transportation Plan and other applications. This model includes much higher spatial resolution as well as the integration of new assignment software.	Staff/Consultant (WSP)	Technical memos, reports, presentations, and code updates on github (ongoing)	FHWA PL/FTA 5303	07/01/22	06/30/23
9	Staff, in concert with a consultant team (TBD) will continue to update the land use allocation model, Bay Area UrbanSim, to integrate with TM2 for the next Regional Transportation Plan, including incorporating travel model compatibility updates,	Staff/Consultant (TBD)	Technical memos, reports, presentations, and code updates on github (ongoing)	General Fund	07/01/22	06/30/23

	addressing forecast volatility, model calibration, validation and sensitivity analysis, and policy updates.					
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 2025 Plan.	Staff	Technical memos, reports, presentations (likely 1-2 total for all)	General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- 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
- 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 the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system 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 1125: Active Transportation Planning

Project Manager: Kara Oberg

A. Budget

Expenses		
Salaries		\$ 146,836
Benefits		73,418
Indirect		110,127
Other Operating		-
Consultants		541,562
Total Expenses		\$ 871,944

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		\$ 330,382
<i>Toll Credit Match</i>	37,895	
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)		41,562
<i>Toll Credit Match</i>	4,767	
Federal Transit Administration (FTA) 5303 (FY 2022-23)		500,000
<i>Toll Credit Match</i>	57,350	
General Fund		0
Total Revenues		\$ 871,944

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 Strategies, which include "Build a Complete Streets Network" and "Advance Regional Vision Zero." The implementation of these strategies is carried out through the region's first Active Transportation (AT) Plan, which is set to be adopted in

summer 2022.

The AT Plan tasks include:

- Stakeholder Engagement including Active Transportation Working Group, Technical Advisory Committee & Community Based Organizations
- Policy and Program analysis, with focus on Vision Zero and equity & includes an update of MTC’s Complete Streets Policy (MTC Resolution No. 3765)
- Regional Active Transportation Network, rebranded from Plan Bay Area’s Complete Streets Network strategy built off adopted local plans
- 5-Year Implementation Plan with detailed priority actions including Quick Builds and Slow Streets priorities
- Funding assessment to understand funding constraints and scenarios to implement the Plan.

After the plan is adopted, this program will move from planning to implementation focus, which will include building out a bicycle and pedestrian counts programs, a technical assistance program as well as monitoring CS Policy and AT Network implementation.

C. Project Products

The products include an updated Complete Streets Policy, an adopted Complete Streets Plan, and Active Transportation Network and expanded Bicycle and Pedestrian Count Program.

D. Previous Accomplishments

In the past year, accomplishments include:

- Launching the Active Transportation (AT) Plan
- Drafting an update to MTC’s Complete Streets Policy
- Developing a draft Active Transportation Network
- Finalizing Regional Bicycle and Pedestrian Counts Factor Groups and
- Hosting four 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 2022-23)

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	FHWA PL/FTA 5303/ General Fund	07/01/22	Ongoing

			meeting agendas and notes			
2	Manage the Regional Active Transportation (AT) Plan. Staff will manage this process in concert with a consultant team (Toole)	Staff/Consultant (Toole)	AT Plan deliverables including: *Complete Streets Policy *Active Transportation Network * 5-year Implementation Plan * Final AT Plan (once)	FHWA PL/FTA 5303	07/01/21	10/31/22
3	Implement Complete Streets (CS) Policy Update by updating the CS Checklist, process, webmap and tracking and evaluation.	Staff	*Updated CS Checklist * Updated CS webpage and webmap. (once)	FHWA PL/FTA 5303/ General Fund	07/01/22	10/31/22
4	CS Checklist Review for projects seeking regional discretionary funding or endorsement	Staff	Reviewed Checklists uploaded to MTC website (ongoing)	FHWA PL/FTA 5303/ General Fund	07/01/22	06/30/23
5	Manage 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/ General Fund	07/01/22	06/30/23
6	Create Complete Streets Policy and AT Network Implementation Technical Assistance (TA) Program	Staff	Guidelines for receiving TA to advance active transportation projects on the AT Network (once)	FHWA PL/FTA 5303/ General Fund	07/01/22	06/30/23
7	AT Plan – 5-year implementation plan	Staff/Consultant (Toole)	Implementation of near-term	FHWA PL/FTA	07/01/22	06/30/23

			recommendations in AT Plan 5-year implementation plan (TBD)	5303/ General Fund		
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F. Anticipated Future Activities (FY 2023-24)

Evaluate the new CS Checklist, webmap, and process. Launch and 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

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- 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

Work Element 1127: Regional Trails

Project Manager: Toshi Shepard-Ohta/Nicola Szibbo

A. Budget

Expenses		
Salaries		\$ 524,825
Benefits		262,413
Indirect		393,619
Other Operating		-
Consultants		2,342,765
Total Expenses		\$ 3,523,622

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		\$ 485,677
<i>Toll Credit Match</i>	55,707	
2% Transit Transfer		512,049
5% Transit Transfer		52,410
Bay Trail Non-profit		160,000
Coastal Conservancy		1,892,765
General Fund		420,720
Total Revenues		\$ 3,523,622

Federal Share

13.78%

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.

2% Transit Transfer funds refer to a portion of Regional Measure 1 revenues dedicated to projects that reduce vehicular traffic congestion and improve bridge operations on any bridge, pursuant to SHC Section 30913(b).

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. This work element includes the Bay Trail, the Water Trail and other regional trails/active transportation facilities.

C. Project Products

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

D. Previous Accomplishments and Links to Relevant Products

- Initiated Bay Trail Fundraising Strategy
- Initiated Bay Trail Equity Strategy
- Coordinated major project improvements on SR-37, 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.
- Construction completed for the 0.5-mile Lone Tree Point Bay Trail
- Administered Bay Trail and Water Trail grants to local partners
- Maintained partnerships on Bay Trail outreach with organizations for annual and monthly events such as Bay Day, Bike to 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
- Administered and participated in Quarterly Water Trail Implementation Meetings
- Completed update and transfer of Bay Trail website to MTC website:
<https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail>
- Initiated Social Media strategy and plan process for the Bay Trail social media accounts

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Bay Trail Gap Closure Implementation Plan	Consultant (TBD)	Draft and Final Project Priority List and GIS script,	FHWA PL/2% BATA Transfer	03/30/22	06/30/24

			planning-level cost estimates (once)			
2	San Francisco Airport (SFO) Gap Study	Consultant (TBD)	Feasibility study (once), preparation for project approval and environmental document (ongoing)	Bay Trail Non-Profit	07/01/22	06/30/24
3	Water Trail Block Grant #1 Administration	Staff	Produce outreach materials, such as new signage and maps (once)	Coastal Conservancy	07/01/22	06/30/23
4	Water Trail Block Grant #2 Administration	Staff	Award and administer 1-2 Water Trail Site Improvement grants, produce new materials including additional signage and maps (once)	Coastal Conservancy	07/01/22	06/30/23
5	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	07/01/22	06/30/23
6	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	07/01/22	06/30/23

7	Strengthen Partnerships	Staff	Legislator Briefings Corporate / Stakeholder Relationships (ongoing)	2% BATA Transfer	07/01/22	06/30/23
8	Secure Funding for Implementation	Staff	Secure diverse funding sources (as needed)	FHWA PL/ General Fund	07/01/22	06/30/23
9	Administer Bay Trail Non-Profit Organization	Staff	Clerical and administrative tasks related to 501(c)3 non-profit management (ongoing)	General Fund	07/01/22	06/30/23
10	Active Transportation Technical Assistance	Staff	Provide local agency design and engineering technical assistance (as needed).	FHWA PL/ General Fund	07/01/22	06/30/23
11	Promote Awareness	Staff	Public education products, outreach, staff presentations, media strategy (ongoing).	General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Continue to administer the Bay Trail Non-Profit and encourage major gifting and fund development
- Secure funding for future phase of Bay Trail Fundraising Strategy
- Initiate Bay Trail Gap Closure Implementation Plan
- Initiate San Francisco Airport (SFO) Gap Study
- Secure funding for quick build improvement projects along major regional corridors
- Secure funding for a future phase of the Bay Trail Equity Strategy
- Continue to administer grants under Block Grants #1 and #2 and work to identify additional Water Trail projects to fund with the remaining grant program funds
- 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 technical assistance to local agencies, promote awareness and strengthen partnerships

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 the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- 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 1212: Performance Measurement and Monitoring

Project Manager: Raleigh McCoy

A. Budget

Expenses		
Salaries		\$ 23,883
Benefits		11,942
Indirect		17,912
Other Operating		-
Consultants		225,000
Total Expenses		\$ 278,737

Revenues		
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)		\$ 26,205
<i>Toll Credit Match</i>	3,006	
Federal Transit Administration (FTA) 5303 (FY 2022-23)		27,532
<i>Toll Credit Match</i>	3,158	
General Fund		225,000
Total Revenues		\$ 278,737

Federal Share

19.28%

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 long-range performance planning for Regional Transportation Plan/Sustainable

- Communities Strategy (RTP/SCS), including for scenarios/futures, policies and projects
- Conduct performance assessments to support programming decisions, including the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)
- Deploy and maintain national performance measures per 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 to 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. This includes submitting the region's first CMAQ Full Performance Period Progress Report and the second CMAQ Baseline Performance Period Report.
- Staff will assess the performance of investments included in MTC's Transportation Improvement Program (TIP)
- Staff will finalize a refresh of the Vital Signs website, updating the seven-year-old 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 incorporated rigorous performance measures and monitoring in every long-range plan since 2001
- 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)

- Project-Level Performance Assessment (Project-Level Assessment for Plan Bay Area 2050 completed in 2019; Performance Assessment for Plan Bay Area 2050 completed in 2021). More information here: <https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon/project-performance-assessment>
- Scenario Assessment through Futures Planning Effort completed in 2020. More information here: <https://mtc.ca.gov/planning/long-range-planning/plan-bay-area-2050/horizon/futures-planning>
- RTP/SCS Performance Assessment Report (Plan Bay Area 2050 Performance Report released in 2021). Read the final report here: https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Performance_Report_October_2021.pdf
- Incremental Progress Assessment (Incremental Progress Assessment for Plan Bay Area 2040 completed in 2020)
- TIP Performance Assessment Report (since 2018; most recently in 2021). More information here: <https://mtc.ca.gov/funding/transportation-improvement-program/2021-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 Report (first report produced in 2018)
- CMAQ Mid-Period Performance Report (first report produced in 2020)
- 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 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will identify 2023 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/FTA 5303	07/01/22	02/28/23
2	Staff will identify 2023 federally-required regional transit asset management targets in coordination with transit operators	Staff	Working group or committee memo on target-setting and target-setting	FHWA PL/FTA 5303	07/01/22	01/20/23

			documentation submittal to Caltrans (once)			
3	Staff will identify 2023 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/FTA 5303	11/01/22	04/28/23
4	Staff will identify 2023 and 2025 federally-required pavement and bridge condition performance targets (PM2) 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/FTA 5303	07/01/22	11/30/22
5	Staff will identify 2023 and 2025 federally-required system performance/ freight/CMAQ performance targets (PM3) 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/FTA 5303	07/01/22	11/30/22
6	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/FTA 5303	07/01/22	06/30/23
7	Ongoing technical maintenance of Vital Signs website	Consultant (Exygy)	Vital Signs website and technical components	General Fund	07/01/22	06/30/23

			(ongoing)			
8	Maintenance of indicators and data on Vital Signs website	Staff	Vital Signs website and underlying data (ongoing)	General Fund	07/01/22	06/30/23
9	Development of 2023 TIP Performance Report in compliance with federal reporting requirements	Staff	TIP Performance Report and working group or committee memo summarizing TIP performance (once)	FHWA PL/FTA 5303	07/01/22	12/30/22
10	Development of CMAQ Full Performance Period Progress Report and Performance Plan (1st Performance Period) in compliance with federal requirements	Staff	CMAQ performance documentation submittal to state partners (once)	FHWA PL/FTA 5303	07/01/22	10/01/22
11	Development of CMAQ Baseline Performance Period Report and Performance Plan (2nd Performance Period) in compliance with federal requirements	Staff	CMAQ Baseline Performance Period Report and Performance Plan (once)	FHWA PL/FTA 5303	07/01/22	11/01/22

F. Anticipated Future Activities (FY 2023-24)

- Staff will identify 2024 federally required road safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming
- Staff will identify 2024 federally required transit safety performance targets
- Staff will identify 2024 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 the 2024 State Transportation Improvement Program (STIP) investments
- Staff will begin performance activities in support of the next long-range plan, scheduled for completion in 2025

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 the 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 1413: Climate Initiatives

Project Manager: Krute Singa/Therese Trivedi

A. Budget

Expenses	
Salaries	\$ 464,381
Benefits	232,191
Indirect	348,286
Other Operating	-
Consultants	32,643,309
Total Expenses	\$ 33,688,167

Revenues	
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	\$ 926,702
<i>Local Match - General fund</i>	120,064
Congestion Mitigation and Air Quality (CMAQ)	1,141,401
<i>Toll Credit Match</i>	130,919
Surface Transportation Block Grant (STBG) (OBAG 3) Regional – New	31,500,000
<i>Toll Credit Match</i>	3,613,050
Total Revenues	\$ 33,688,167

Federal Share

96.89%

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

B. Project Description

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 2040 and plays a significant role in Plan Bay Area 2050. Given the higher GHG reduction target in Plan Bay Area 2050 (19%) than in the Plan Bay Area 2040 (15%), greater investment in strategies that reduce GHG emissions, as well as criteria pollutant emissions, is needed. 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. Several Climate Initiatives strategies included in the FY 21-22 OWP in WE 1413 were in the pilot stages. Moving forward starting in FY 22-23 with the increased funding amounts, MTC will ramp up investments in these strategies, particularly Mobility Hubs and Targeted Transportation Alternatives, to accelerate progress on meeting the region's GHG reduction target, as well as reducing criteria pollutant emissions.

The program focuses on individual actions, public-private partnerships, and other programs to reduce SOV travel which included a number of VMT and transportation emission reducing strategies.

As noted, the objective of the Climate Initiatives Program is to implement projects and programs that aim to reduce transportation emissions, including greenhouse gas (GHG) and criteria pollutant emissions to further the federal, state and Bay Area's climate protection goals and improve our region's air quality and public health.

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 released a call for applications for the next phase of the Regional Mobility Hubs program, which incorporates carsharing: pilot projects. <https://abag.ca.gov/technical-assistance/mobility-hubs-call-projects>. Staff received Commission approval to award seven projects and are working with project

sponsors on their TIP amendments, E76 and hub design (Committee [memo](#)). 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 new 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>

Electric Vehicle Programs

Staff coordinated with the Bay Area Air Quality Management District (Air District) to develop infrastructure programs.

Targeted Transportation Alternatives

Staff finalized the pilot program audience selection process and survey results memos. Staff made presentations on the progress of the project to local staff.

Trip Caps

Staff received approval to contract with consultants to develop a working group approach to offer technical assistance to the remaining cities that have not yet adopted VMT policy:

<http://mtc.legistar.com/gateway.aspx?M=F&ID=c9cee772-326f-4862-938c-1aa74a3caa11.pdf>

E. Work Plan (FY 2022-23)

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)	CMAQ/General Fund	07/01/22	06/30/23
2	Carsharing/Mobility Hubs – significant acceleration of investment in carsharing/mobility hubs	Staff, local jurisdictions	Accelerated implementation of the over 1600 mobility hub locations throughout the region (ongoing)	CMAQ/General Fund	07/01/22	06/30/23
3	Vanpool	Staff/Consultant (Commute by	Marketing materials Incentives structure Staff-led, with marketing,	CMAQ/General Fund	07/01/22	06/30/23

		Enterprise)	incentives, and operations support by consultant (ongoing)			
4	Targeted Transportation Alternatives	Staff/ Consultant (Metropia)	Complete Pilot program implementation and scale results to broader regional implementation (staff-led with support from consultant (ongoing)	CMAQ/ General Fund	07/01/22	06/30/23
5	Trip Caps/ VMT Policy Technical Assistance	Staff/ Consultants (Fehr and Peers and Nelson Nygaard)	Technical assistance to cities to adopt VMT policy (ongoing)	CMAQ/ General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Continue to implement the Climate Initiatives Program.

G. Federal Planning Factors Addressed

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

Senate Bill 1 (SB1) Sustainable Communities Formula Funds Section

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

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

B. Project Products

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

Contribute to achieving state-mandated reduction targets.

C. Previous Accomplishments

SB1 Funds

EV Coordinating Council

Staff collaborate with Air District staff to create programming for the quarterly EV Coordinating Council meetings. The EV Coordinating Council met on October 13, 2021 and discussed the challenges and solutions for advancing fleet electrification. The EV Coordinating Council met on December 16, 2021 and staff asked Council members for insights on how to organize and prioritize Council activities in 2022.

Off-Model Climate Initiatives

Staff developed draft versions of off-model calculators for each of the climate strategies that are included in Plan Bay Area 2050. Currently waiting for CARB staff review.

Parking Policies and Programs

Staff developed a parking playbook, guidance on policies and action-oriented implementation guidance, conducted three workshops and provided office hours.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Parking policies and programs – this year will include development of grant programs for local jurisdictions	Staff/consultant (TBD)	Staff/consultant reports Presentation materials Workshops and learning modules for local agencies Work is staff-led (ongoing)	SB1/General Fund	07/01/22	06/30/23
2	Develop EV workplan focusing on strategies MTC could support to advance EV infrastructure and utilization of EVs	Staff/consultant (TBD)	Staff/consultant reports, development of technical assistance programs and workshops for local agencies	SB1/General Fund	07/01/22	06/30/23
3	Coordinate and monitor MTC investment in Bay Area Air Quality Management District EV programs	Staff	Memos and other documentation that tracks MTC investment in Air District programs (ongoing)	SB1/General Fund	07/01/22	06/30/23
4	EV Coordinating Council – Coordinate with the Bay Area Air Quality Management District, to deliver 3-4 regional forums focused on EV planning and implementation by developing meeting agenda topics, coordinating and inviting panelists to speak at meetings	Staff	Meeting agendas, presentations, materials (3-4 in all) Meeting minutes (3-4 in all)	SB1/General Fund	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

Continue to implement the parking program and host the EV Coordinating Council.

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

A. Project Description

In fiscal year 2020-21, SB1 Planning Formula Funds will support MTC's Climate Initiatives Program. This involves planning projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area's climate protection goals and improve our region's air quality and public health. These projects and programs directly relate to achieving state-mandated GHG emissions reduction targets associated with the region's Regional Transportation Plan/Sustainable Communities Strategy. SB1 funding is being used to conduct planning activities for parking and off-model initiatives.

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

B. Project Products

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

Contribute to achieving state-mandated reduction targets

Parking:

Continue conducting education and outreach activities to share local parking policy technical assistance resources and support jurisdictions review and update local parking policies

Coordinate local parking policy working group meetings to continue knowledge sharing and to identify parking policy assistance needs

EV Coordinating Council:

Convene four (4) EV Council Meetings

Coordinate, develop materials for, and facilitate four in-person meetings of the EV Council over the course of a year. Council Meetings shall be approximately 2-3 hours long, be attended by Members and their staff (~50 people), and cover a range of EV topics

Convene Steering Committee Meetings

Organize and moderate 5 – 7 conference calls and one in-person meeting of the Steering Committee to strategize on topics for discussion and prepare of upcoming EV Council Meetings.

C. Previous Accomplishments

EV Coordinating Council

Staff collaborated with Air District staff to create programming for the quarterly EV Coordinating Council meetings.

Off-Model Climate Initiatives

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

Parking Policies and Program

Staff finalized the contracting process with the consultant selected through the RFP process to develop parking and guidance for local jurisdictions.

Work Element 1511: Conduct Financial Analysis and Planning

Project Manager: Theresa Romell/William Bacon

A. Budget

Expenses	
Salaries	\$ 205,800
Benefits	102,900
Indirect	154,350
Other Operating	-
Consultants	-
Total Expenses	\$ 463,050

Revenues	
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)	\$ 194,271
<i>Toll Credit Match</i>	22,283
Federal Transit Administration (FTA) 5303 (FY 2022-23)	37,140
<i>Toll Credit Match</i>	4,260
State Transit Assistance (STA)	136,376
General Fund	95,265
Total Revenues	\$ 463,050

Federal Share **49.98%**

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

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, the Regional Transportation Plan (RTP), and other Commission initiatives.

- Provide financial analysis in support of the legislative program.
- Provide revenue forecasting and needs assessment analysis in support of regional funding decisions and the adequate operation and maintenance of the regional transportation system.
- Provide detailed financial analysis and policy support to the Commission and Bay Area transit operators on the impacts of the COVID-19 pandemic on transportation revenues.
- Develop funding proposals to preserve transit operations/service during the COVID-19 pandemic and to support recovery.
- Evaluate financial projections and estimates for financial constraint of the 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 delivery of 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

- Completed the development of the Plan Bay Area 2050 revenue forecast.
https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Technical_Assumptions_Report_October_2021.pdf
- Developed annual fund estimate and distributions for transit operating revenues.
<https://mtc.ca.gov/funding/regional-funding/tda-sta/fund-estimate>
- 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>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop the FY 2022-23 annual fund estimate of transit operating revenues	Staff	Annual fund estimate and distribution for FY22-23 Transit Operating Revenues (once)	General Fund	07/01/22	06/30/23
2	Prepare financial elements of the Annual Report	Staff	MTC Annual Report: Financial Elements (once)	FHWA PL/ FTA 5303/ General Fund	07/01/22	06/30/23
3	Develop financial planning forecasts for transit operations to support COVID-19 recovery	Staff	-Near term transit revenue estimates and forecasts (once) -Guidance to the Commission and transit operators on revenue outlook. (once)	FHWA PL/ FTA 5303/ General Fund	07/01/22	06/30/23
4	Transportation Improvement Program (TIP) financial constraint and capacity analyses	Staff	Financial Constraint and Financial Capacity Analyses (once)	FHWA PL/ FTA 5303/ General Fund	07/01/22	06/30/23
5	Develop Short Range Transit Plan (SRTTP) Revenue Scenario Forecasts	Staff	Guidance to all transit operators to develop a recovery focused service plan for the next five years (once)	FHWA PL/ FTA 5303/ General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- 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
- 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

- Data in Transportation Planning

Work Element 1512: Federal Programming, Monitoring and TIP Management

Project Manager: Adam Crenshaw/Craig Bosman

A. Budget

Expenses	
Salaries	\$ 1,146,603
Benefits	573,302
Indirect	859,952
Other Operating	-
Consultants	-
Total Expenses	\$ 2,579,857

Revenues	
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)	\$ 973,117
<i>Toll Credit Match</i>	111,616
Federal Transit Administration (FTA) 5303 (FY 2022-23)	204,662
<i>Toll Credit Match</i>	23,475
General Fund	1,402,078
Total Revenues	\$ 2,579,857

Federal Share

45.65%

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) 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

For MTC's role in programming a portion of the region's 5307 funds for job access and reverse commute projects through the Lifeline Transportation Program, see work element 1310.

MTC 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

- 18 TIP Revisions
- Final 2023 TIP Update
- STBG/CMAQ 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
- 60 concurrence letters for FTA grants
- FTA 5311 FY18 and FY19 Preliminary Programs of Projects
- Regional ATP (see Work Item 1515)

D. Previous Accomplishments and Links to Relevant Products

- 15 TIP Revisions - 486 projects totaling \$6.6 billion in net funding change (Calendar Year 2021) <https://mtc.ca.gov/funding/transportation-improvement-program-tip>
- Managed and implemented federal STBG/CMAQ programs - \$217 million delivered (145% of required target) (FY 2020-21)
- 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 - \$3 million delivered within region (FY 2020-21)
- Monitored and facilitated delivery of repurposed federal earmarks - \$0.6 million delivered within region (FY 2020-21)
- Monitored and facilitated delivery of federal Highway Infrastructure Program (FHIP) funds - \$13.9 million delivered within region (FY 2020-21)
- Monitored and facilitated invoicing of FHWA inactive obligations
- FY 2021-22 Annual Federal Obligation Plan (October 2021)
- FY 2020-21 Listing of Federally Obligated Projects (December 2021) <https://mtc.ca.gov/digital-library/5022596-fiscal-year-2020-2021-list-annual-obligations>
- FY 2020-21 Update of the CMAQ Emission Benefits database (December 2021)
- Processed multiple invoices for CTA Planning activities
- FTA 5307/5337/5339 – adopted FY2020-21 preliminary Program of Projects to reflect final FTA apportionments (April 2021; most recent revision <http://mtc.legistar.com/gateway.aspx?M=F&ID=0c43d773-31e7-4eb9-a493-fd8d03ac3930.pdf>) 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 FY2020-21 (April 2021, <http://mtc.legistar.com/gateway.aspx?M=F&ID=4a19d229-9207-4dfc-aa3b-84660f38ad3e.pdf>) 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 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Prepare 18 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	07/01/22	06/30/23
2	Complete the Final 2023 TIP Update 23 CFR §450.326	Staff	Final 2023 TIP (once)	FHWA PL/ General Fund	07/01/22	12/16/22
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	07/01/22	06/30/23
4	Final TIP transportation investment analyses	Staff	Various TIP Investment Analyses (as needed)	FHWA PL/ General Fund	07/01/22	12/16/22
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	07/01/22	06/30/23
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	07/01/22	06/30/23

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	07/01/22	06/30/23
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	07/01/22	06/30/23
9	Monitor and facilitate delivery of Repurposed Earmarks	Staff	Delivery of repurposed earmarks with obligation deadlines (as needed)	FHWA PL/ General Fund	07/01/22	06/30/23
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/ General Fund	07/01/22	06/30/23
11	Prepare annual obligation plan for local federal-aid projects CA S&H Code 182.6, 182.7	Staff	Annual Obligation Plan (once)	FHWA PL/ General Fund	07/01/22	06/30/23
12	Prepare annual listing of federally obligated projects 23 CFR §450.334	Staff	Annual Listing of Federally Obligated Projects (once)	FHWA PL/ General Fund	10/01/22	12/31/22
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	11/01/22	12/31/22
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/ General Fund	07/01/22	06/30/23

15	Implement regional funding-delivery policy guidance for FHWA-administered funds	Staff	MTC Resolution 3606 Revised (as needed)	FHWA PL/ General Fund	07/01/22	06/30/23
16	Engage in discussions for federal legislation implementation and reauthorization	Staff	Various policy and programming outcomes (as needed)	FHWA PL/ General Fund	07/01/22	06/30/23
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	07/01/22	06/30/23
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	07/01/22	06/30/23
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	07/01/22	06/30/23
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	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- 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 the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system 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 1517: Transit Sustainability Planning

Project Manager: Melanie Choy/Kara Vuicich

A. Budget

Expenses	
Salaries	\$ 382,479
Benefits	191,239
Indirect	286,859
Other Operating	-
Consultants	14,144,584
Total Expenses	\$ 15,005,161

Revenues	
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)	\$ 96,254
<i>Toll Credit Match</i>	11,040
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)	157,230
Federal Transit Administration (FTA) 5303 (FY 2022-23)	589,157
<i>Toll Credit Match</i>	67,576
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)	1,154,584
<i>Toll Credit Match</i>	132,431
2% Transit Transfer	375,000
Bay Area Toll Authority (BATA) Regional Measure 2	1,615,000
State Transit Assistance (STA)	9,250,000
Surface Transportation Block Grant (STBG) - New	750,000
<i>Toll Credit Match</i>	86,025
General Fund	1,017,936
Total Revenues	\$ 15,005,161

Federal Share

18.31%

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.

2% Transit Transfer funds refer to a portion of Regional Measure 1 revenues dedicated to projects that reduce vehicular traffic congestion and improve bridge operations on any bridge, pursuant to SHC Section 30913(b).

B. Project Description

The Transit Strategies and Coordination Work Element captures the collection of regional 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.

The Connected Network Plan, 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. Over the course of a two-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 (most recent: June 2020, December 2020)
- Ongoing Annual Transit Operator Performance Metric Review (2019- Beyond)
- Blue Ribbon Action Plan Roadmap
- Connected Network Planning Study

D. Previous Accomplishments and Links to Relevant Products

- Project recommendations adopted in May 2012 <http://www.mtc.ca.gov/planning/tsp/>
- 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 Investment 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>
- 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
- Semi-annual TPI program reports (most recent: January 2021, July 2021) <https://mtc.legistar.com/LegislationDetail.aspx?ID=5025377&GUID=B7D38EC8-E9D3-45F3-B4D9-1B3C8B12769D&Options=&Search=>
- 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>
- 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 2022-23)

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/ RM2 Capital/ General Fund	07/01/22	06/30/23
2	Small, Medium, and Large Operator Performance Metric Evaluation and	Staff	Proposed Plan for future TSP goals.	FTA 5303 / RM2	07/01/22	06/30/23

	Framework. Continue to monitor strategic plans for largest seven transit agencies to meet performance measure targets established in the TSP. Continue to develop and implement direction and actions resulting from the TSP metric assessment from late 2018 for large transit operators.		Small, Medium, Large TSP metrics Evaluation (ongoing)	Capital		
3	Facilitate the development of Short Range Transit Plans (SRTPs) for transit operators.	Staff	Annual Draft and Final Reports of 10-year transit operator capital and operating budgets, plans, and programs for selected operators (as needed)	FTA 5303/ STA	07/01/22	06/30/23
4	Implement recommendations from the Blue Ribbon Transit Recovery Task Force and Transformation Action Plan	Staff	Develop Program Implementation Roadmap, Schedule of activities (as needed)	STA/ STBG/ General Fund	07/01/22	06/30/23
5	Southern Alameda County Integrated Rail Analysis – evaluate passenger rail needs and opportunities for expanded and more seamless service (planning, conceptual engineering, initial design)	Staff/ Consultant (HDR)	Technical memoranda, market analyses, project development, and evaluation analyses (as needed)	CalSTA Grant	07/01/22	06/30/23
6	Transit Fare Coordination/ Integration Study and Business Case	Staff	Continue progress and outline next steps on study recommendations (ongoing)	STA/ STBG/ General Fund	07/01/22	06/30/23
7	Connected Network Plan (a): Develop vision and goals for transit network in coordination with	Staff	-Memos -Presentations -Engagement Summaries	FTA 5303/ General Fund	07/01/22	12/31/22

	Connected Network Plan stakeholders & the public		(as needed)			
8	Connected Network Plan (b): Identify and document existing network challenges as part of Connected Network Plan	Staff	-Memos and/or Reports -Presentations (as needed)	FTA 5303/ General Fund	09/01/22	01/31/23
9	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	12/01/22	06/30/23
10	Connected Network Plan (c): Develop and analyze Connected Network visions balancing frequency and connectivity to address identified challenges	Staff	-Memos -Presentations -Analysis Inputs & Summaries (as needed)	FTA 5303/ General Fund	01/01/23	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Continual planning for the TPI Investment program and the Annual LCTOP programming for TPI Investment projects.
- Continue supporting Transit Recovery and Improvement efforts
- Continual advancement of the Blue Ribbon Initiatives and Action Plan
- Ongoing and evolving Transit Coordination and engagement
- Continuation/advancement of transit coordination and ridership initiatives and studies

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 the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement
- Data in Transportation Planning

Work Element 1520: BART Metro 2030 and Beyond

Project Manager: Anup Tapase

A. Budget

Expenses	
Salaries	\$ -
Benefits	-
Indirect	-
Other Operating	-
Consultants	433,354
Total Expenses	\$ 433,354

Revenues	
Federal Transit Administration (FTA) 5304 (FY 2019-20) (Carryover)	\$ 364,587
BART	68,767
Total Revenues	\$ 433,354

Federal Share

84.13%

B. Project Description

California is confronting a housing crisis, and an imperative to create sustainable communities that link jobs and housing to reduce greenhouse gas (GHG) emissions and criteria pollutants. To better connect communities with seamless mobility, the San Francisco Bay Area Rapid Transit District (BART) will develop a 2030 systemwide service plan and identify capital projects to improve operational efficiency and financial stability, maximize ridership, reduce GHG emissions, and provide an alternative to regional congestion. The project will produce future BART service plans, focusing on 2030, and an associated prioritized capital project list (such as new storage facilities and bypass tracks) that would fully leverage planned system investments while improving operational efficiency and maximizing ridership. By better matching BART service and regional demand patterns, the project will help implement the Regional Transportation Plan and Sustainable Communities Strategy, improve job access for all communities, and reduce greenhouse gases.

The Operating Service Plan will plan for major changes including:

- Implementation of the Communications-based Train Control System, and expanded fleet, which will allow 30 trains per hour in the Transbay tube, compared to 23 today.
- Declining off-peak ridership, partly caused by the growing popularity of Transportation Network Companies, which makes weekend and evening service less productive.

- Future regional growth based upon predictions from MTC’s Plan Bay Area 2050.
- The need for ongoing track closures for maintenance.
- Extension of BART to Berryessa in San Jose, and to downtown San Jose and Santa Clara by 2026.

Potential Capital projects will position the agency to respond to the above challenges. BART has already identified a list of potential capital improvements, including new maintenance and storage facilities, passing tracks and crossovers that would position the agency to respond to these challenges. Through BART Metro 2030 and Beyond, BART will further define and prioritize these improvements based on how they benefit the region and allow BART to deliver higher quality service at lower cost.

This project’s main fund source is FTA5304 Strategic Partnerships Grant, wherein MTC is the grantee and BART is the sub-recipient. Work will be completed by BART staff and consultants, with MTC acting in an oversight and funding pass-through role. BART staff will act as project manager and task leads for all tasks, including operations analysis and public outreach. Consultants selected from BART’s on-call planning bench and overseen by the BART project manager and task leads will support in the execution of analysis and production of deliverables.

As of March 2022, Caltrans approved an extension of the grant from the original deadline of June 30, 2022 to December 31, 2022.

C. Project Products

- Operating and Capacity Existing Conditions
- Travel Market Analysis
- Final Report that will summarize the study process, analysis, and recommendations including the phased implementation plan.

D. Previous Accomplishments and Links to Relevant Products

- Project Website: www.bart.gov/metro
- Task 4 Technical Notes and Outreach Plan: <https://mtcdrive.box.com/s/yxj1f3h11t8o3gnhb7x0j7fpuyaniapna>
- BART Operating and Capacity Existing Conditions: <https://mtcdrive.box.com/s/r6bwo8ma7vlqe1km6mzpf6f2rdn5ovk>

(Further deliverables to be completed between Mar and Jun 2022)

E. Work Plan (FY 2022-23)

Task No.	Description	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 /BART	Ongoing	02/28/23 /30/22

2	<p>Scenario Development <i>(Task 10 in project workplan)</i></p> <p>This task includes identification of concept-level infrastructure needs and operational plans. The consultant team will prepare service plans by discrete time periods for each scenario. This includes breaking the service plan into time-of-day buckets as well as key years where new operational plans would be phased in (e.g., 2025, 2030 and 2035). The strategies will be organized into six (6) scenarios for purposes of preparing an operational assessment</p>	Consultant	Scenario Development working paper	FTA5304 /BART	Ongoing	07/31/22
3	<p>Simulation <i>(Task 11 in project workplan)</i></p> <p>The study team will use simulation and forecasting tools to assess the benefits, potential conflicts, and overall impacts of the scenarios. The team will also analyze potential tradeoffs of the scenarios, such as the reduced time for maintenance that could result if evening and weekend hours of service and & frequencies are increased.</p>	Consultant	Operating Feasibility and Analysis of Scenarios memorandum	FTA5304 /BART	Ongoing	07/31/22
4	<p>Costs <i>(Task 12 in project workplan)</i></p> <p>The Project Team will prepare order of magnitude cost estimates for capital projects and annual operating and maintenance (O&M) cost estimates for each of the scenarios</p>	Consultant	Consultant (capital costs), BART (operating costs)	FTA5304 /BART	Ongoing	07/31/22

5	<p>Scenario Analysis and Evaluation <i>(Task 13 in project workplan)</i></p> <p>Using the identified criteria, the consultant will evaluate the performance of the scenarios and assess their benefits and costs using the outputs of the service planning simulation, ridership forecasting, line load analysis, and capital and O&M costs estimates</p>	Consultant	Scenario Evaluation Working Paper	FTA5304 /BART	Ongoing	09/30/22
6	<p>Public Engagement - Scenario Evaluation (2nd of 2 Public Outreach Tasks) <i>(Task 14 in project workplan)</i></p> <p>To engage the public's help in prioritizing study recommendations, the Project Team will create an interactive website where BART riders and the general public can help prioritize potential projects based on their benefits and given a funding constraint. This website will be supplemented by in-station outreach as appropriate</p>	BART	Memo summarizing the outreach process and findings	FTA5304 /BART	Ongoing	09/30/22
7	<p>Implementation Approach <i>(Task 15 in project workplan)</i></p> <p>The study team will summarize priority recommendations and provide a phased implementation plan for recommended operating service scenarios and capital projects, including potential funding sources and high-level schedules for capital project design and construction</p>	Consultant	Implementation Approach Memorandum	FTA5304 /BART	Ongoing	10/31/22

8	<p>Final Report and Briefing Book <i>(Task 16 in project workplan)</i></p> <p>The study results will be compiled into a final report that will summarize the study process, analysis, and recommendations including the phased implementation plan.</p>	Consultant	Final report that will summarize the study process, analysis, and recommendations including the phased implementation plan.	FTA5304 /BART	Ongoing	12/31/22
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F. Anticipated Future Activities (FY 2023-24)

None

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- 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

- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement
- Planning and Environment Linkages (PEL)

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

Project Manager: Shruti Hari

A. Budget

Expenses	
Salaries	\$ 17,612
Benefits	8,806
Indirect	13,209
Other Operating	-
Consultants	305,848
Total Expenses	\$ 345,474

Revenues	
Federal Transit Administration (FTA) 5304 (FY 2020-21) (Carryover)	\$ 305,848
<i>Local Match - General fund</i>	39,626
Total Revenues	\$ 345,474

Federal Share **88.53%**

B. Project Description

Objectives:

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

Description:

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

delivery and governance structures that utilize existing expertise and identify partnerships and structures to build and operate a more seamless and customer focused rail network.

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

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

C. Project Products

Final report identifying and assessing rail governance and delivery structures that could be implemented in the Bay Area

D. Previous Accomplishments and Links to Relevant Products

In FY22, MTC secured a consultant, and the consultant team kicked off the project, held monthly TAC meetings starting in January 2022, and made progress on tasks 4, 5, and 6.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Fiscal Management	Staff	-Progress Reports to Caltrans -Invoices to Caltrans (ongoing)	FTA 5304/ General Fund	07/01/22	07/31/22
2	Project Team and Partners	Staff	-Project Charter -Meeting Schedule (once)	FTA 5304/ General Fund	07/01/22	07/31/22
3	Final Report, Recommendations and Next Steps	Consultant (Steer Davies & Gleave, Inc.)	-Draft Report, Recommendations, and Next Steps -Final Report, Recommendations and Next Steps -Presentation to MTC	FTA 5304/ General Fund	07/01/22	07/31/22

			(once)			
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F. Anticipated Future Activities (FY 2023-24)

Work is expected to be complete by July 2022 and will not continue into FY24

G. Federal Planning Factors Addressed

- 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

- Data in Transportation Planning

Work Element 1611: Regional Growth Framework Planning and Implementation

Project Manager: Mark Shorett

A. Budget

Expenses	
Salaries	\$ 462,009
Benefits	231,004
Indirect	346,507
Other Operating	-
Consultants	41,573,854
Total Expenses	\$ 42,613,374

Revenues	
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	\$ 775,429
<i>Local Match - General fund</i>	100,465
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	335,214
<i>Local Match - General fund</i>	43,431
California Department of Conservation	250,000
<i>Local Match - General fund</i>	100,000
Surface Transportation Block Grant Regional (STBG) - New	34,555,092
<i>Toll Credit Match</i>	3,963,469
Surface Transportation Block Grant Regional (STBG)	5,706,976
<i>Local Match - General fund</i>	739,399
General Fund	7,369
Total Revenues	\$ 42,613,374

Federal Share

94.48%

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. As a complement to Plan Bay Area 2050, MTC will be adopting a Transit-Oriented Communities (TOC) Policy (an update to the 2005 Transit-Oriented Development Policy) that strengthens the Regional Growth Framework by establishing 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.

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. Moving forward starting in FY 22-23 with the increased funding amounts, MTC will ramp up investments in Planning Grants (Task 1) and Technical Assistance guidance (Task 2) as noted below. 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.

In FY22-23, 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 FY22-23 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. 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. To meet this need, staff may issue an additional call for projects for PDA Planning grants, contingent upon available funding. 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, such as shifting the transportation impact review process from Level of Service (LOS) to Vehicle Miles Travelled (VMT), and to achieve consistency with the Transit Oriented Communities (TOC) policy. This may include assistance delivered by consultants or MTC staff, forums, trainings and webinars. The increased funding in FY22-23 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 Key SB743 Implementation Steps for Land Use Projects guidance: https://mtc.ca.gov/sites/default/files/SB%20743%20Key%20Implementation%20Steps_0.pdf.
- 3) 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. For an example of previous studies, see MTC’s Infrastructure Financing Study: <https://mtc.ca.gov/sites/default/files/Infra Financing White Paper 6-23-16.pdf>.
- 4) Refresh the Priority Conservation Area (PCA) program, consistent with Plan Bay Area 2050’s implementation plan, through a broad-based, multi-partner and multi-stakeholder effort. This update will involve: 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).
- 5) Coordinate County Planning Funds by working closely with County Transportation Agencies (CTAs) to ensure regional and county-level planning and transportation investments are aligned to achieve the focused growth pattern that undergirds Plan Bay Area 2050. These planning activities support local efforts to promote transit-oriented development and expand transportation options in geographies that will support increased service.
- 6) As part of the One Bay Area Grant 3 (OBAG3) Program development, build on the findings of the 2021 One Bay Area Grant/Priority Development Area (PDA) Assessment to identify processes and criteria for maximizing the effectiveness of regional investments in achieving transportation and land use coordination and delivering direct benefits to the regional transportation network.

C. Project Products

1. Completed Plans (e.g., Station Area Plans, Specific Plans) and, contingent on available funding, call for projects
2. Guidance Resources (e.g., model VMT policy, Transit-Oriented Communities guidelines)
3. Forums, Trainings and Webinars (e.g., VMT policy “how to”, TOC policy “how to”)
4. Regional Studies (e.g., PCA framework update, PPA program framework)
5. Pilot Program Proposals (e.g., Advancing TOD on Plan Bay Area 2050 Priority Sites—public land and aging malls)
6. Attendance and periodic presentations on regional issues at monthly CTA Planning Director Meetings
7. Growth framework implementation through the One Bay Area Grant (OBAG3) program

D. Previous Accomplishments and Links to Relevant Products

- Awarded more than 100 [PDA/Station Area planning and Technical Assistance grants](#) totaling \$42 million and resulting in capacity for over 100,000 housing units and 75 million square feet of commercial development in transit-served locations identified in the RTP's forecasted growth pattern, supported by parking, TDM, and connectivity strategies to enhance mobility in these areas
- Convened more than 30 Webinars and Forums and disseminated resource materials, including the [Planning Innovations](#) series
- 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
- Completed 10 requests for projects for PDA Planning/Technical Assistance
- Reviewed county congestion management agency PDA Investment and Growth Strategies for each iteration of Plan Bay Area
- Completed certification of Sonoma Marin Rail Transit Ph. 1 consistency with MTC TOD policy (fall 2010)
- Completed [SR 82 Relinquishment Exploration Study](#) (2015)
- Completed [Infrastructure Financing White Paper](#) (2016)
- Completed [TOD on Public Lands Study](#) (2018)
- Launched competitive grant program for natural landscapes, agricultural lands, regional recreation and urban greening projects in Priority Conservation Areas, and awarded grants (2019)
- 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](#).
- Updated PDA Planning Guidelines (2021)

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Planning Grants	Consultants (TBD)	Initiation of 20- 30 New Plans (as needed)	Regional STBG	07/01/22	06/30/23
2	Technical Assistance	Consultants (TBD)	Initiation of 10-20 New Guidance Resources; Forums, Trainings and Webinars (as needed)	Regional STBG	07/01/22	06/30/23

3	Regional Studies & Pilot Programs	Staff	Regional Studies; Pilot Program Proposals (as needed)	Regional STBG	07/01/22	06/30/23
4	Priority Conservation Area (PCA) Refresh	Consultant (TBD)	Memos, Presentations, and Project Data (ongoing)	California Strategic Growth Council/ General Fund	07/01/22	06/30/23
5	Coordinate County Planning Funds	Staff	Attendance and periodic presentations at monthly CTA Planning Director Meetings (as needed)	Regional STBG	07/01/22	06/30/23
6	One Bay Area Grant (OBAG3) Growth Framework Implementation Program	Staff	OBAG 3 development related to growth framework (as needed)	Regional STBG	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

1. Carry out existing Planning Grants
2. If not issued in FY 2022-23, 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. Finalize and deliver guidance to enable local governments to comply with the Transit-Oriented Communities Policy and any conditions related to OBAG3
5. Complete regional studies related to topics such as advancing a PPA program and accelerating transit-supportive projects on public land and aging mall and office park sites identified in Plan Bay Area 2050
6. Produce final report and mapping products for the PCA Refresh project
7. Based upon findings from Regional Studies and Pilot Program efforts in 2022-23, launch or expand Plan Bay Area 2050 implementation pilot program(s)

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 the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

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

Senate Bill 1 (SB1) Sustainable Communities Formula Funds Section

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 implementation of MTC’s Transit Oriented Communities (TOC) Policy, which aims to better align land use to support the region’s transit investments, helping to reduce greenhouse gas and criteria pollutant emissions from the transportation sector. For Priority Development (PDA) and Transit Rich Areas (TRA) with fixed guideway transit, this involves first assessing jurisdiction compliance with meeting the (proposed) TOC Policy requirements related to residential and commercial densities, housing policies that support production, preservation and tenant protections, parking and station access. Existing planning and technical assistance programs will offer support to jurisdictions to come into compliance with the Policy. The TOC Policy, along with the supporting planning and technical assistance programs, directly relate to achieving state-mandated GHG emissions reduction targets, as well as other goals associated with the region’s Regional Transportation Plan/Sustainable Communities Strategy, or Plan Bay Area (PBA).

These funds will directly support staff to assess local compliance with the TOC Policy. Staff will initiate a baseline assessment of jurisdiction compliance and develop an internal approach for monitoring progress. Staff will also evaluate and assess the need for additional guidance documents to help jurisdictions to understand TOC Policy requirements. Finally, these funds will also support local planning and implementation activities in jurisdictions that need assistance to meet TOC Policy requirements and will include planning in PDAs and Transit Rich Areas (TRAs) as well as parking and station access and circulation efforts. Staff will coordinate internal review of planning and technical assistance deliverables so that internal subject-matter experts review relevant deliverables for TOC Policy compliance.

Planning in PDAs is key to fully realizing and implementing PBA as PDAs serve as the framework for where the majority of development growth will occur over the time horizon of the Plan.

MTC has provided planning grants and technical assistance to local jurisdictions for over 10 years to strengthen the connection between transportation and land use. MTC’s TOC Policy also focuses on TRAs, ensuring that the land uses in these geographies are also supportive of the region’s transit investments.

B. Project Products

Implementation of MTC’s TOC Policy – assessment of policy compliance by examining local jurisdiction policies and programs as well as guidance and support through planning and technical assistance.

C. Previous Accomplishments

In FY 2021-22, MTC staff led the update to MTC’s Transit Oriented Development (TOD) Policy, or the TOC Policy. The policy focuses on achieving land uses that support transit ridership, including residential and commercial densities, transit access, as well as housing and parking polices that help to ensure equitable station areas and transit corridors. Staff anticipates adoption of the final policy in summer 2022.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Finalize MTC TOC Policy	Staff	Final MTC-adopted TOC Policy	SB1	07/01/22	09/31/22
2	Assess initial survey results from local jurisdictions and/or internal data to determine baseline TOC Policy Compliance	Staff	Spreadsheet indicating compliance status of each TOC Policy requirement	SB1	07/01/22	12/31/22
3	Based on internal analysis of TOC Policy Compliance, assess recommended changes to planning and technical assistance support grant programs	Staff	Updated guidelines for MTC planning and technical assistance grant programs (e.g., PDA Planning Grant Program) to better facilitate TOC	SB1	07/01/22	06/30/23

			Policy compliance			
4	Coordinate the development of guidance documentation for TOC Policy requirements	Staff	Guidance documents for TOC Policy requirements	SB1	07/01/22	06/30/23
5	Local planning and technical assistance to comply with TOC Policy	Staff/ Consultant (TBD)	Completed plans and policies, Guidance Resources; Forums	SB1	07/01/22	06/30/23
6	Coordinate review of subject-specific jurisdiction planning deliverables with corresponding internal staff for review	Staff	Documentation of completed technical assistance, plans or policies reviewed by staff	SB1	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

Continue to assess local compliance with MTC’s TOC Policy. Refine planning and technical assistance based on local needs to comply with TOC Policy.

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

A. Project Description

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

B. Project Products

Technical Advisory Committee presentations and materials

Draft Policy Alternatives

MTC Committee materials

Stakeholder presentations

C. Previous Accomplishments

- Initiated TOD Policy Update
- Completed [integrated OBAG/PDA Assessment \(2021\)](#)

D. Work Plan (FY 2021-22)

Task No. 1 TOD Policy Update	Task Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
	Staff and consultant team will coordinate with agency staff, Technical Advisory Committee and stakeholders	Staff/ Consultant (Strategic Economics)	Alignment with related MTC efforts, meeting agendas, presentations or summary notes (ongoing)	SB1/ General Fund	07/01/21	Ongoing through project duration
	Staff and consultant team will develop and deliver Policy Alternatives	Staff/ consultant (Strategic Economics)	Project deliverables (as needed)	SB1/ General Fund	07/01/21	12/31/21
	Staff will deliver a draft TOD Policy	Staff	Draft report (once)	SB1/ General Fund	10/01/21	Ongoing through project duration – anticipated summer 2022
	Staff will finalize project	Staff	Final report, materials (once)	SB1/ General Fund	12/01/21	Anticipated summer 2022

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

Project Manager: James Choe/Krute Singa/Therese Trivedi

A. Budget

Expenses		
Salaries		\$ 25,451
Benefits		12,726
Indirect		19,088
Other Operating		-
Consultants		441,997
Total Expenses		\$ 499,262

Revenues		
State Highway Account (SHA) Sustainable Communities (FY 2020-21) (Carryover)		\$ 441,997
<i>Local Match - General fund</i>		57,265
Total Revenues		\$ 499,262

B. Project Description

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

MTC established in a new type of PDA designation, called Connected Community PDAs, which expands the area throughout the region that are eligible to be designated as priority compact growth locations. Furthermore, nearly all the locations are partially or fully in disadvantaged communities, as defined under SB 535 or AB 1550. The two partner Cities included in this proposal, City of Vallejo and City of Richmond, are each planning for four Connected Community PDAs, which include disadvantaged communities and face particular land use and transportation challenges.

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

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

C. Project Products

Task 1

- Invoices
- Quarterly reports

Task 2

- Presentations, event materials, and summary of engagement activities
- Draft and Final VMT Mitigation Transportation Impact Fee Study
- Meeting notes
- Revised Toolkit (Planning Element A)

Task 3

- Draft and Final Bicycle and Pedestrian Infrastructure Action Plan
- Presentations, event materials, and summary of engagement activities
- Meeting notes
- Revised Toolkit (Planning Element B)

D. Previous Accomplishments and Links to Relevant Products

Task 1

- Draft Toolkit on schedule for completion in FY21-22

Task 2

- Report on existing conditions completed
- Community engagement has been initiated for the PTDM Plan Framework

Task 3

- Draft and Final Road Safety Plan on schedule for completion in FY21-22
- Community engagement has been initiated for Road Safety Plan and Bicycle and Pedestrian Infrastructure Action Plan

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Kick-off and VMT Reduction Planning Toolkit	Staff	Kick off meeting notes, final toolkit (once)	State Highway Account	07/01/22	06/30/23

	Invoicing	Staff	Invoices (ongoing)	General Fund	07/01/22	06/30/23
	Quarterly reporting	Staff	Quarterly Reports (four)	General Fund	07/01/22	06/30/23
2	Planning Element A: Development PTDM Plan Framework and VMT Mitigation Transportation Fee Impact Study					
	Community Engagement	Consultant (Fehr & Peers)	Presentations, event materials, and summary of engagement activities (as needed)	State Highway Account	10/01/22	11/30/22
	VMT Mitigation Transportation Impact Fee Study	Consultant (Fehr & Peers)	Draft and Final VMT Mitigation Transportation Impact Fee Study (once)	State Highway Account	07/01/22	01/31/23
	City Review and Adoption	Consultant (Fehr & Peers)	Meeting notes (once)	State Highway Account	11/01/22	01/31/23
	Planning Element A Toolkit Revision	Consultant (Fehr & Peers)	Revised Toolkit, Planning Element A (as needed)	State Highway Account	01/01/23	02/28/23
3	Planning Element B: Road Safety Plan and Bicycle and Pedestrian Infrastructure Action Plan					
	Bicycle and Pedestrian Infrastructure Action Plan	Consultant (Fehr & Peers/Alta)	Draft and Final Bicycle and Pedestrian Infrastructure Action Plan (once)	State Highway Account	07/01/22	11/30/22
	Community Engagement	Consultant (Fehr & Peers/Alta)	Presentations, event materials, and summary of engagement activities (as needed)	State Highway Account	07/01/22	12/31/22

	City Review and Adoption	Consultant (Fehr & Peers/Alta)	Meeting notes (once)	State Highway Account	07/01/22	11/30/22
	Planning Element B Toolkit Revision	Consultant (Fehr & Peers/Alta)	Revised Toolkit, Planning Element B (as needed)	State Highway Account	07/01/22	12/31/22

F. Anticipated Future Activities (FY 2023-24)

N/A. Project to be completed in FY 2022-23.

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 the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- 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
- Complete Streets
- Public Involvement

Work Element 1621: Network Management — Planning for Implementation

Project Manager: Cheryl Chi

A. Budget

Expenses	
Salaries	\$ 28,791
Benefits	14,396
Indirect	21,594
Other Operating	-
Consultants	750,000
Total Expenses	\$ 814,781

Revenues	
Federal Transit Administration (FTA) 5304 (FY 2021-22) (Carryover)	500,000
<i>Local Match - General fund</i>	64,780
Bay Area Toll Authority (BATA) Regional Measure 2 Capital	\$ 250,000
Total Revenues	\$ 814,781

Federal Share **61.37%**

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.

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

C. Project Products

- Define and confirm priority accountability areas (responsibilities) for network management

- Evaluate and make recommendations on network management structures
- Identify next steps

D. Previous Accomplishments and Links to Relevant Products

Deliverables expected to be completed in FY 2021-22

- Project plan and schedule
- Memo on problem statement and existing conditions
- Memo on accountability areas
- Memo on Network Management alternatives
- Memo on evaluation criteria and methodology

E. Work Plan (FY 2022-23)

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)	FTA 5304/ General Fund	07/01/22	06/30/23
2	Alternatives Analysis (cont'd from FY22)	Consultant (Perkins Eastman Architects, DPC)	Report comparing performance of each alternative (ongoing)	FTA 5304/ General Fund	07/01/22	07/29/22
3	Recommendations and Next Steps to Implementation	Consultant (Perkins Eastman Architects, DPC)	Memo on recommended NM Alternative(s); Memo on next steps to achieve implementation (once)	FTA 5304/ General Fund	07/01/22	09/30/22
4	Stakeholder and Community Engagement (cont'd from FY22)	Staff	Agendas, presentation materials, and meeting minutes (as needed)	FTA 5304/ General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Final Report/Board Review and Approval

G. Federal Planning Factors Addressed

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

people and freight

- Promote efficient 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

- Equity and Justice⁴⁰ in Transportation Planning

Work Element 1622: Next-Generation Bay Area Freeways Study

Project Manager: Anup Tapase

A. Budget

Expenses	
Salaries	\$ 574,225
Benefits	287,113
Indirect	430,669
Other Operating	-
Consultants	520,000
Total Expenses	\$ 1,812,007

Revenues	
Bay Area Infrastructure Financing Authority (BAIFA)	\$ 224,593
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)	417,102
<i>Toll Credit Match</i>	47,842
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)	77,803
<i>Toll Credit Match</i>	8,924
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)	500,000
<i>Toll Credit Match</i>	100,000
General Fund	592,509
Total Revenues	\$ 1,812,007

Federal Share

54.91%

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

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

- Consultant procurement for public engagement activities.
- Formation of Next Gen Freeways Working Group composed of diverse stakeholders representing government at state, regional and county levels, business, non-profit, academia, equity populations and various interest groups.
- Collaborative development of equity framework and preliminary goals for the next generation network with stakeholders.
- Work Products:
 - Memorandum summarizing issues surrounding Bay Area freeways
 - Memorandum summarizing the case for pricing as part of the solution to modernize our existing freeways
 - Materials toward public engagement activities

E. Work Plan (FY 2022-23)

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	12/31/23
2	<p>Preliminary Goals and Concept Development (Task 3 in project workplan)</p> <p>This task is to identify preliminary goals of pricing with the TAC and draw potential concepts for next-gen freeways, as perceived by road users.</p>	Staff	<p>Memo/ Presentation with preliminary goals of freeway pricing, definitions of 2-3 pricing mechanisms and menu of complementary strategies</p> <p>Materials that enables public and decision-maker to visualize the concepts (as needed)</p>	FHWA SP&R/ General Fund/ FHWA PL	Ongoing	07/31/22
3	<p>Public Engagement (Round 1 of 2): Goals and Pathways (Task 4 in project workplan)</p> <p>This task is to engage with the public and marginalized communities, and with stakeholders, and gather input on goals and pricing concepts.</p>	Staff/Consultant (InterEthnica, Inc.)	<p>Presentations, webpage</p> <p>Memorandum summarizing engagement activities and findings (as needed)</p>	FHWA SP&R/ General Fund/ FHWA PL/TDA	07/01/22	09/30/22
4	Goals/Metrics to Evaluate Pathways (Task 5 in project workplan)	Staff	Collaboratively identified goals for freeway pricing (once)	FHWA SP&R/ General Fund/	09/01/22	10/30/22

	This task is to finalize the goals of freeway pricing based on input received and determine metrics for evaluation.		Synthesis of desired outcomes for next-generation freeway network Metrics to evaluate pathways (once)	FHWA PL		
5	Pathways Development (Task 6 in project workplan) This task is to develop 3-4 pathways based on concepts developed in Task 3 and public input, in alignment with defined goals.	Staff	Definitions of 3-4 pathways as packages of pricing mechanisms + complementary strategies (once)	FHWA SP&R/ General Fund/ FHWA PL	09/01/22	12/31/22
6	Analysis (Round 1 of 2): Preliminary Outcomes and Pathways Prioritization (Task 7 in project workplan) This task is to analyze the 3-4 pathways identified in the previous task and prioritize 2-3 pathways at the sub-regional level for further engagement/analysis.	Staff	Memorandum/presentation summarizing preliminary travel, environmental and gross revenue outcomes of 3-4 pathways Metrics to measure success of pathways in achieving goals Prioritization of pathways for further outreach and analysis (as needed)	FHWA SP&R/ General Fund/ FHWA PL	10/01/22	02/28/23
7	Pricing Deployment Strategies (Task 8 in project workplan)	Staff	Options for deployment of pricing strategies	FHWA SP&R/ General Fund/ FHWA PL	10/01/22	03/31/23

	This task will explore options for deployment for critical elements such as field technology and payment collection mechanisms.		Evaluation of options Cost estimates for pricing deployment strategies (as needed)			
8	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	02/01/23	04/30/23
9	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 Prioritization of one or more pathways for further analysis (as needed)	FHWA SP&R/ General Fund/ FHWA PL	04/01/23	06/30/23

F. Anticipated Future Activities (FY 2023-24)

EXPENSES

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

REVENUES

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

Federal Share = 99.44%

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Administration (Task 01 in project workplan)	Staff	Quarterly invoices and progress reports	FHWA SP&R/ General Fund	Ongoing	12/31/23
2	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/Economic case (as needed)	FHWA PL/FTA 5303	07/01/23	08/31/23
3	Recommendations and Implementation Plan (Task 12 in project workplan) This task is to develop recommendations for further study and a	Staff	Recommendations for further study High-level implementation plan (as needed)	FHWA PL/FTA 5303	07/01/23	09/30/23

	high-level implementation plan for the upcoming years.					
4	<p>Draft and Final Report (Task 13 in project workplan)</p> <p>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.</p>	Staff	<p>Draft Report</p> <p>Briefer</p> <p>Final Presentation</p> <p>Final Report</p> <p>Board Adoption/ Acceptance (once)</p>	FHWA PL/FTA 5303	08/01/23	11/30/23

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 the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system 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
- Public Involvement
- Data in Transportation Planning

WORK ELEMENTS FUNDED BY FEDERAL/STATE GRANTS AND LOCAL SOURCES

FY 2022–2023

Work Element 1120: Regional Conservation Investment Strategy

Project Manager: Ben Botkin

A. Budget

Expenses	
Salaries	\$ 41,919
Benefits	20,960
Indirect	31,440
Other Operating	-
Consultants	645,681
Total Expenses	\$ 740,000

Revenues	
Bay Area Toll Authority (BATA) Reimbursement	\$ 100,000
State of California Wildlife Conservation Board (Proposition 68)	640,000
Total Revenues	\$ 740,000

B. Project Description

Wildlife Conservation Board Funds and matching funds will support the development of the North Bay Regional Conservation Investment Strategy (RCIS). The North Bay RCIS will build on the substantial available scientific data and planning processes within the North Bay to support development of a robust RCIS in a short amount of time. Funding will support procurement of a consultant (Consultant) to collaborate with the project's core team of MTC, the San Francisco Estuary Partnership, California Department of Transportation, the Sonoma County Transportation Authority, and a project Steering Committee to develop an RCIS consistent with California Department of Fish and Wildlife guidelines.

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

occurring in the RCIS area.

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

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 2022-23)

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/ General Fund	07/01/22	06/30/23
2	Steering Committee	Staff	-Coordination meetings -Project guidance	BATA/ Prop 68	07/01/22	06/30/23
3	Public Outreach and Engagement	Staff	-Targeted outreach and meetings/ workshops	BATA/ General Fund	07/01/22	06/30/23
4	Develop RCIS	Staff	-Regional setting -Climate change/sea level rise analysis -Conservation strategy -Draft and Final RCIS	BATA/ Prop 68	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- 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

- 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
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Improve the resiliency and reliability of the transportation system and reduce or mitigate 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
- Public Involvement
- Data in Transportation Planning

Work Element 1128: Resilience and Hazards Planning

Project Manager: Michael Germeraad/Rachael Hartofelis

A. Budget

Expenses	
Salaries	\$ 175,419
Benefits	87,709
Indirect	131,564
Other Operating	-
Consultants	300,000
Total Expenses	\$ 694,692

Revenues	
Federal Emergency Management Agency (FEMA)	\$ 19,732
General Fund	674,960
Total Revenues	\$ 694,692

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 many of the environmental strategies of Plan Bay Area 2050.

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

- Advance Plan Bay Area 2050 resilience and conservation strategies as 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 produce a Sea Level Rise Funding and Investment Framework report, guidance resources to support Bay Area cities and counties with implementation of environment and resilience priorities, a strategic scope for a Regional Adaptation Plan, and feedback on forthcoming state and federal agency environment and resilience regulations and programs.

D. Previous Accomplishments and Links to Relevant Products

In recent years, a range of technical assistance products have been developed to support local and regional planning and policy. To assist local governments with Housing Element updates, a range of products were produced to help cities and counties plan future housing with climate and natural impacts in mind.

- 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>
- Prior work has included regional analysis of seismically fragile buildings, updates to mapping portals that enable residents and jurisdictions to map their climate and natural impacts, and support to partner agencies working on other conservation and resilience initiatives. See MTC/ABAG Hazard Viewer Map here: <https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8> and the Bay Adapt Initiative here <https://www.bayadapt.org/>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Conduct project management and engagement activities for the Sea Level Rise Adaptation Funding & Investment Framework.	Staff	- Agendas - Meeting materials	General Fund	07/01/22	05/31/23

2	Collect and organize data for revenue analysis to support the Sea Level Rise Adaptation Funding & Investment Framework	Staff	- Technical memos - List of data and data locations - Analysis results	General Fund	07/01/22	11/30/22
3	Develop findings report for Sea Level Rise Adaptation Funding & Investment Framework	Staff	- Final report - Presentation	General Fund	09/01/22	04/30/23
4	Support local government partners with resilience technical assistance	Staff	- Workshop agendas - Presentations - Resource guides	General Fund	07/01/22	06/30/23
5	Scope a Regional Adaptation Plan that aligns with other regional plans and initiatives.	Staff	- Memos - Presentations	Anticipated State OPR Grant	01/01/23	06/30/23
6	Review state and federal regulations and rules that advance Plan Bay Area 2050 environment and resilience goals.	Staff	- Memos	General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- With regional and local partners, advance the findings of the Sea Level Rise Adaptation Funding and Investment Framework through tangible near-term actions.
- With regional partners, develop a Regional Adaptation Plan for the nine-county Bay Area.
- 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 the 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 1222: Regional Carpool/Vanpool Program and Commuter Benefits Program

Project Manager: Barbara Laurenson

A. Budget

Expenses	
Salaries	\$ 39,940
Benefits	17,470
Indirect	26,205
Other Operating	-
Consultants	4,048,922
Total Expenses	\$ 4,127,536

Revenues	
Congestion Mitigation and Air Quality (CMAQ)	\$ 4,020,512
<i>Toll Credit Match</i>	461,153
Transportation Fund for Clean Air (TFCA)	28,410
General Fund	78,615
Total Revenues	\$ 4,127,536

Federal Share **97.41%**

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

Bay Area Carpool Program – Reduces auto emissions and mitigates traffic congestion regionwide by advocating, facilitating and supporting the formation and maintenance of carpools and owner-operated vanpools.

Bay Area Vanpool Program – Reduces auto emissions and mitigates traffic congestion regionwide by subsidizing the monthly cost of vanpools rented from Commute with Enterprise (CWE). CWE provides turn-key service to form and support the vanpool fleet.

Bay Area Commuter Benefits Program – Reduces auto emissions and mitigates traffic congestion regionwide by supporting employer compliance with the Commuter Benefits Ordinance. The ordinance requires employers of 50 or more employees to offer employee commuter benefits.

C. Project Products

Bay Area Carpool Program – Regional ridematching system, carpool advertising, 511 website content, program reports

Bay Area Vanpool Program – Vanpools, NTD Data

Bay Area Commuter Benefits Program – Employer registrations, Employer support materials

D. Previous Accomplishments and Links to Relevant Products

Bay Area Carpool Program – Carpool marketing campaigns, carpool matching database with ~2,000 active registrants. <https://merge.511.org/#/>; <https://511.org/carpool/>;

Bay Area Vanpool Program – Vanpool fleet of ~350 vans. 20.7 million passenger miles traveled in FY21 and 18.2 million traveled in first 5 months of FY22. <https://511.org/vanpool/enterprise>

Commuter Benefits Program – ~4,000 employer registrations (and benefits available to ~1.6M employees), employer support materials and registration assistance <https://511.org/employers/commuter-benefits-program>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Carpool Marketing	Consultant	Advertising	CMAQ	07/01/22	06/30/23
2	Carpool Matching Technology	Consultant	Carpool Matching Database	CMAQ	07/01/22	06/30/23
3	511 Support	Consultant	Website content	CMAQ	07/01/22	06/30/23
4	Support owner-operated vanpools & vanpool FasTrak admin	Consultant	Vanpool reports	CMAQ	07/01/22	06/30/23
5	Program admin & evaluation	Consultant	Program reports	CMAQ	07/01/22	06/30/23
6	Commuter Benefits Program Admin	Consultant	Program reports	CMAQ	07/01/22	06/30/23
7	Provide turn-key vanpool program	Consultant	Program reports	CMAQ, 5307, 5307 Match	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Carpool & vanpool – same as described in B, above.

Commuter Benefits – In addition to activities described in B, with input from the Air District, work on changes needed to implement Plan Bay Area 2050’s EN7: expand employer trip reduction programs)

G. Federal Planning Factors Addressed

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

Work Element 1223: Support Transportation Management Systems Program

Project Manager: Sarah Burnworth/Mario Ung

A. Budget

Expenses	
Salaries	\$ 251,203
Benefits	125,602
Indirect	188,402
Other Operating	-
Consultants	4,273,072
Total Expenses	\$ 4,838,279

Revenues	
Congestion Mitigation and Air Quality (CMAQ)	\$ 437,469
<i>Toll Credit Match</i>	50,178
Surface Transportation Block Grant (STBG)	4,400,810
<i>Toll Credit Match</i>	504,773
Total Revenues	\$ 4,838,279

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

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

C. Project Products

The Connected Bay Area Program undertakes planning and preliminary engineering activities to identify transportation management system strategies that will improve the San Francisco Bay Area telecommunication networks that connect people, agencies, and infrastructure. The program also outlines capital projects derived from the past and on-going planning effort.

Planning Projects:

- Connected Bay Area Strategic Plan – develop strategies for transportation management system investment priorities and resources
- Transportation Management Center – provide support for TMC related projects

The Regional Communication Upgrade project under the Connected Bay Area program provides the technical and policy framework to develop a fast, reliable, and cost-effective regional communications network that will enable the sharing of data, infrastructure, and maintenance costs among project partners; support coordinated and interoperable transportation systems across multiple jurisdictions; and facilitate technology-based strategies focused on enhancing safety, mobility, livability and economic vitality of communities throughout the nine-county San Francisco Bay Area.

Capital Projects:

- I-880 Communication Infrastructure Upgrade – oversee design activities for planned project.
- Regional Communication Infrastructure Upgrade – oversee the design activities for future projects.

D. Previous Accomplishments and Links to Relevant Products

Connected Bay Area Program

MTC, in coordination with Caltrans, has developed the FY21-22 Connected Bay Area (CBA) Funding Plan, which monitors MTC CBA program progress and Caltrans TMC/TMS/TOS investment priorities and TMS end-of-life upgrade/replacement. The plan identifies timelines and estimated funding for near-term priority projects. The CBA Working Group met on a bi-weekly basis to review the draft FY 20-21 CBA Funding Plan and update program progress.

Planning Projects:

Connected Bay Area Strategic Plan

- Completed the Request for proposal and consultant selection process for planning services.
- Continued to work with Caltrans on strategic planning.

Transportation Management Center Projects

- MTC and Caltrans continued coordinating on sharing camera access between the Express Lanes project and Caltrans' TMC.
- Completed MTC Regional Operations Center workstation upgrade.
- The Contractor performed system integration and deployment of the video wall changes at TMC.
- The Contractor continued with traffic camera system support at Caltrans District 4 TMC.

Capital Projects:

I-880 Communication Infrastructure Upgrade

- PA/ED phase in progress

Regional Communications Strategic Investment Plan

- MTC and Caltrans prioritized preferred projects for OBAG 3 grant funding opportunities.
- Continued to work with Caltrans to develop scope of work for the regional communication projects.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	CBA projects: TMC-related maintenance services - CCTV traffic camera system and TMC video wall.	Staff/ Consultant (ICx and TBD)	Support for Transportation Management Center related projects	BATA Rehabilitation Program	07/01/21	06/30/22
2	Connected Bay Area Strategic Plan	Staff/ Consultant (Kimley-Horn Associates)	Oversight of CBA program strategic planning effort; Updates to prior TMS Action Plan; next round of regional transportation system management, operations, and safety improvements for the CBA program.	SAFE – Freeway Safety BATA Rehabilitation	01/17/22	06/30/23
3	I-880 Communication Infrastructure Upgrade – Phase 1A	Staff and Caltrans	PA/ED	STBG	08/03/21	05/30/23

4	I-880 Communication Infrastructure Upgrade – Phase B	Staff/ Consultant (TBD)	Oversight of the planning and design of next phase of telecommunication Infrastructure Upgrade	STBG	03/01/22	06/30/23
5	Regional Communication Infrastructure Upgrade	Staff/ Consultant (TBD)	Oversight of the planning and design of the Regional Communication Infrastructure Upgrade	STBG	03/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Continue to work on all projects to advance through various project development phases.

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- 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

Not applicable

Work Element 1224: Implement Regional Traveler Information Services

Project Manager: Janet Banner

A. Budget

Expenses	
Salaries	\$ 929,523
Benefits	464,762
Indirect	697,143
Other Operating	-
Consultants	7,949,767
Total Expenses	\$ 10,041,194

Revenues	
Bay Area Toll Authority (BATA) Regional Measure 2 Marketing	\$ 155,000
Federal Highway Administration (FHWA) Work Zone Data Exchange (WZDx)	183,731
<i>Local Match - General fund</i>	91,852
State Transit Assistance (STA)	200,000
Surface Transportation Block Grant (STBG)	9,117,446
<i>Toll Credit Match</i>	1,045,771
General Fund	293,166
Total Revenues	\$ 10,041,194

Federal Share

92.63%

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 511 traveler information program provides traffic, transit, carpooling, vanpooling, and bicycling information via the phone (511), web (511.org), social media, regional electronic transit hub sign displays, Caltrans changeable

message signs, and an Open Data program. The information provided through 511 represents the efforts of ongoing collaboration and coordination with the program’s partners, including Caltrans, the California Highway Patrol, the region’s transit agencies, the Air District and numerous county and local transportation agencies, and event organizers/venues. The 511 program must cost-effectively collect, process and disseminate data to provide premier multi-modal traveler information and services that are useful, accurate and reliable. Responsibility for gathering, processing, and disseminating 511 information should be regionally coordinated and rationally allocated to Bay Area transportation organizations – in both the public and private sectors – according to institutional interest and ability. The 511.org website focuses on data dissemination and provides a transportation map with several layers providing real-time traffic conditions, incidents, closures, construction, carpooling, vanpooling and bicycling information. 511 provides support for regional programs, including the Bay Area Commuter Benefits Program, Drive Smart Bay Area, Bay Area Express Lanes, as well as local events affecting travel. 511 also offers data feeds and Application Programming Interfaces (APIs) for use by the developer community to create other tools and services.

Among its many roles, the 511 program: 1) Serves as the go-to source for travelers and media in regional emergencies; 2) Partners with many agencies and businesses for regional events; 3) Supports numerous MTC/SAFE/BATA objectives; and 4) Supports the federal planning factor to enhance travel and tourism.

The 511 program has the following ongoing tasks: 1) Operations, maintenance, performance monitoring, enhancement, and educational outreach/promotion of the 511 traveler information system; 2) Operation of the 511 Traveler Information Center; 3) Dissemination of critical transportation information during regional emergencies; 4) Dissemination of Regional Traveler Information in order to improve the traveler’s experience, thus increasing travel and tourism; 5) Coordination with and support of partner agencies on operations and maintenance of 511; 6) Coordination of Technical Advisory Committees and associated working groups; 7) Monitoring and evaluation of system performance, usage, and customer feedback; 8) Development and maintenance of system documentation; 9) Provision of data and APIs for use by public agency partners and the developer community.

C. Project Products

511 website, interactive voice responsive phone system, social media, regional electronic transit hub sign displays, data for Caltrans changeable message signs, and an open data feed for public agencies and private sector.

D. Previous Accomplishments and Links to Relevant Products

MTC has managed the 511 program since 2002. Call 511, visit 511.org, @511SFBay

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Ongoing operations and maintenance	Consultant	511.org website	STBG/ RM2 Marketing/ General Fund	07/01/22	06/30/23
2	Ongoing operations and maintenance	Consultant	511 Phone	STBG/ General Fund	07/01/22	06/30/23

3	Ongoing operations and maintenance	Consultant	Electronic Transit Information Displays	STBG/ General Fund	07/01/22	06/30/23
4	Ongoing operations and maintenance	Consultant	511 Mobility Data System	STBG/ General Fund	07/01/22	06/30/23
5	Ongoing operations and maintenance	Consultant	511 Open Data System	STBG/ General Fund	07/01/22	06/30/23
6	Ongoing operations and maintenance	Consultant	511 Social Media	STBG/ General Fund	07/01/22	06/30/23
7	Response to Emergencies	Consultant	Regional Emergency Transportation Information	STBG/ General Fund	07/01/22	06/30/23
8	511 Data System Enhancements	Consultant	WZDx compliant data feeds	FHWA WZDx	07/01/22	09/30/22
9	511 Website Enhancements	Consultant	New Proxy API system for data ingestion.	STBG/ General Fund	07/01/22	10/28/22
10	511 Website Enhancements	Consultant	Updated 511 website	STBG/ General Fund	07/01/22	04/28/23
11	511 Data System Enhancements	Consultant	Transit Transfer Analysis Tool (TTAT) and Regional GTFS	STA	07/01/22	06/30/24

F. Anticipated Future Activities (FY 2023-24)

Continued operations and maintenance with enhancements as needed.

G. Federal Planning Factors Addressed

- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Data in Transportation Planning

Work Element 1233: Transportation Asset Management (TAM) Program

Project Manager: Sui Tan

A. Budget

Expenses	
Salaries	\$ 336,007
Benefits	168,003
Indirect	252,005
Other Operating	-
Consultants	6,937,951
Total Expenses	\$ 7,693,967

Revenues	
Surface Transportation Block Grant (STBG) (OBAG 3) - New	\$ 2,500,000
<i>Toll Credit Match</i>	286,750
Pavement Management Program (PMP)	1,500,000
Surface Transportation Block Grant (STBG)	2,463,057
<i>Local Match - General fund</i>	319,115
Systemic Safety Analysis Program Local (SSARPL)	414,894
<i>Local Match - General fund</i>	51,861
General Fund	445,039
Total Revenues	\$ 7,693,967

Federal Share

64.51%

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

B. Project Description

Objectives

- Provide comprehensive data on the region's transportation capital asset maintenance, rehabilitation and replacement needs
- Prepare and analyze investment strategies geared towards meeting performance targets for state of good repair and monitor progress towards meeting those targets
- Support 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.

Description

- Update and refinement of the Regional Transit Capital Inventory (RTCI)
- Develop, upgrade, maintain and distribute the StreetSaver and StreetSaver Plus Pavement 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

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
- 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/8th7k514jddpcjojigizl9wc1xokrnoy>
- Development of Regional Safety Data System (Currently in draft but complete by end of FY 2021-22): <https://dashboards.mysidewalk.com/sds-template-2/home> (password: bayviz)
- 2020 Regional Pavement Condition Report: <https://mtc.ca.gov/news/bay-area-streets-may-be-steep-pavement-quality-flat>
- PMP Certification: <https://mtc.ca.gov/digital-library/35931-pmp-certification-list>

E. Work Plan (FY 2022-23)

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	STBG/ Local Match	10/01/22	12/31/22
2	TAM Target Setting	Staff	FY 2023 Transit Asset Performance Targets	STBG/ Local Match	07/01/22	10/31/22
3	Provide support to Local Streets & Road, Transit Asset Management, and Bay Area Vision Zero Working Groups	Staff	Meetings and Meeting Materials	STBG/ Local Match	07/01/22	06/30/23
4	Support Regional Safety Data System	mySidewalk	Continued maintenance and enhancement of Safety Data System	SSARPL	07/01/22	06/30/23
5	Pavement-Management Technical Assistance Program (PTAP 23)	AMS Consulting, Adhara Systems, Capitol Asset & Pavement, Harris & Associates, Nichols Consulting Engineers, Pavement Engineering	Updated pavement conditions of local agencies	STBG/ Local Match	07/01/22	06/30/23
6	2021 Regional Pavement Condition Summary	Staff	State of the System report of local streets and roads	STBG/ Local Match	04/01/22	11/30/22
7	Maintain PMP Certification	Staff	List of local agencies with PMP certification status	STBG/ Local Match	07/01/22	06/30/23

8	Provide technical training and support for StreetSaver users	Nichols Consulting Engineers	Assistance as requested	PMP Sales	07/21/22	06/30/23
9	Local Streets and Roads Needs Assessment	Staff	2022 Statewide Needs Assessment	STBG/ Local Match	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Establish regional Transit Asset Performance Targets for 2024
- Complete NTD reporting for MTC-sponsored Tier II Group Transit Asset Management Plan
- 2023 Regional Transit Capital Inventory (RTCI) update
- Continued maintenance of Regional Safety Data System (Bay Area Vision Zero System – BayViz)
- 2022 Pavement Condition Summary
- Maintain PMP Certification status
- Administer PTAP 24 projects

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 the 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
- 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
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD)
- Data in Transportation Planning

Work Element 1234: Arterial and Transit Management

Project Manager: Robert Rich/Linda Lee

A. Budget

Expenses	
Salaries	\$ 202,361
Benefits	101,181
Indirect	151,771
Other Operating	-
Consultants	7,642,164
Total Expenses	\$ 8,097,477

Revenues	
Congestion Mitigation and Air Quality (CMAQ)	\$ 3,220,370
<i>Toll Credit Match</i>	369,376
Surface Transportation Block Grant (STBG)	1,906,078
<i>Toll Credit Match</i>	218,627
Surface Transportation Block Grant (STBG)	2,630,252
<i>Local Match - General fund</i>	340,777
Total Revenues	\$ 8,097,477

Federal Share

95.79%

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 Arterial Operations Program aims to improve the operations, coordination and management of traffic signals and arterial networks, including integration with freeway and transit systems when applicable. It develops and implements regional initiatives that provide technical assistance and financial support to cities, counties, transit agencies, etc. to promote improved arterial operations in the Bay Area. As part of this program, MTC staff also

manages the Arterial Operations Committee (AOC), which serves as a forum for discussion of shared issues and lessons learned among public agencies and planning/traffic engineering consultant firms. The Arterial Operations Program produces direct benefits by funding projects that reduce travel time and emissions and enhance traffic safety for pedestrians, bicycles and transit on arterial streets. It also results in indirect benefits through projects that offer technical assistance to help local traffic engineers do their job more efficiently and effectively.

C. Project Products

Arterial Operations Committee (AOC) meetings with project updates and discussion

Webinar and training events with topical presentations and discussions

Traffic signal retiming

Deployment of intelligent transportation systems for signal operations

Evaluation of intelligent transportation system projects

Transit priority improvement program planning documents

D. Previous Accomplishments and Links to Relevant Products

Retiming of signal corridors through the Program for Arterial System Synchronization PASS

Design and deployment of various signal operations systems through the Innovative Deployments Enhance Arterials grant program

Hosting of webinars, trainings and AOC meetings on a variety of new projects and arterial operations topics

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	PASS	Staff	Program management, oversight and award documents	STBG/ CMAQ	07/01/22	06/30/23
2	PASS	Consultant	Signal retiming reports	STBG/ CMAQ	07/01/22	06/30/23
3	IDEA Program Management	Staff	Project oversight and technical assistance	STBG/ CMAQ	07/01/22	06/30/23
4	IDEA Deployment	Consultant	Project technical reports	STBG	07/01/22	06/30/23
5	IDEA Evaluation	Staff	Oversight of	STBG/	07/01/22	06/30/23

			project evaluation reports	CMAQ		
6	Arterial Operations Committee	Staff	Trainings, webinars and meetings	STBG	07/01/22	06/30/23
7	Transit Priority Program Planning	Staff	Program planning and corridor analysis	STBG	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Continue IDEA program with new deployments

Continue project and program management for transit priority improvements

Continue AOC webinar, meeting and training events

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
- 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

- Complete Streets
- Data in Transportation Planning

Work Element 1235: Implement Incident Management Program

Project Manager: Sarah Burnworth

A. Budget

Expenses	
Salaries	\$ 436,561
Benefits	218,281
Indirect	327,421
Other Operating	-
Consultants	4,603,865
Total Expenses	\$ 5,586,128

Revenues	
Congestion Mitigation and Air Quality (CMAQ)	\$ 4,656,275
<i>Toll Credit Match</i>	534,075
Surface Transportation Block Grant (STBG)	929,853
<i>Toll Credit Match</i>	106,654
Total Revenues	\$ 5,586,128

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

The Incident Management Program undertakes planning and preliminary engineering activities to identify system management strategies that will mitigate the effects of non-recurrent congestion caused by incidents that occur along Bay Area corridors. This project includes development of a Strategic Plan for Bay Area Traffic Incident Management. Integrated Corridor Management (ICM) projects implement technical and operational strategies to alleviate community impacts resulting from increased traffic on local streets during freeway incidents on I-880. I-880 ICM projects are complementary to other agency incident management efforts, such as the Bay Area Incident Management Task Force, which aims to improve the cooperation, coordination and communication among Bay

Area first responders and partner agencies responsible for incident management.

C. Project Products

Incident Management Program

This program undertakes planning and preliminary engineering activities to identify system management strategies that will mitigate the effects of non-recurrent congestion caused by incidents that occur along Bay Area corridors. This project includes development of a Strategic Plan for Bay Area Traffic Incident Management. Integrated Corridor Management (ICM) projects implement technical and operational strategies to alleviate community impacts resulting from increased traffic on local streets during freeway incidents on I-880. I-880 ICM projects are complementary to other agency incident management efforts, such as the Bay Area Incident Management Task Force, which aims to improve the cooperation, coordination, and communication among Bay Area first responders and partner agencies responsible for incident management.

Planning Project: Traffic Incident Management (TIM) Strategic Plan

Develop strategic vision for the Bay Area Incident Management program to identify key strategies, priorities and resources.

Capital Project: I-880 Integrated Corridor Management (ICM) North Segment Project

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

Capital Project: I-880 Integrated Corridor Management (ICM) Central Segment Project

The purpose of the project is to manage arterial traffic that has naturally diverted due to an incident and route motorists back to the freeway using ITS strategies to optimize operations. The project will involve coordination with Caltrans and City of San Leandro.

D. Previous Accomplishments and Links to Relevant Products

Planning Project: Traffic Incident Management (TIM) Strategic Plan

- Completed the request for proposal and consultant selection process; executed consultant contract.
- Kicked off planning process and coordinated initial input from stakeholders, including Caltrans, CHP and responder agencies.

Capital Project: I-880 Integrated Corridor Management (ICM) North Segment

- Continued project system integration work, attended regular coordination meetings, reviewed deliverables, and followed up with stakeholders on key items
- Continued project system integration work and construction project close out

Capital Project: I-880 Integrated Corridor Management (ICM) Central Segment

- Completed design services pre-award audit
- Executed design services agreement with the consultant
- Continued to work with the Consultant to develop contract document for implementation
- Continued to work with the City of San Leandro to execute Master Agreement Supplement for construction phase and post construction operation & maintenance activities

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Coordinate with the City of Oakland, the City of San Leandro, and Caltrans to close out the construction contract for the I-880 ICM North Segment	Staff/ Consultant (MNS, Sturgeon, Parsons)	I-880 ICM North Segment contract completion	STBG/ CMAQ	12/27/17	06/30/23
2	Coordinate with the City of San Leandro and the Consultant to develop the construction contract document for the I-880 ICM Central Segment	Staff/ Consultant (DKS)	I-880 ICM Central Segment construction contract document	STBG/ CMAQ	12/21/21	06/30/23
3	Oversee development of Traffic Incident Management (TIM) Strategic Plan	Staff/Consultant (Parsons)	TIM Strategic Plan	CMAQ	07/01/21	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Continue development and implementation of technical strategies, and strategic plan recommendations

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 the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Enhance travel and tourism.

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Data in Transportation Planning.

Work Element 1237: Freeway Performance Program

Project Manager: Kevin Chen/Stefanie Hom

A. Budget

Expenses	
Salaries	\$ 1,081,188
Benefits	540,594
Indirect	106,959
Other Operating	-
Consultants	21,170,009
Total Expenses	\$ 22,898,750

Revenues	
Clean California Enhancement Proposal (New)	\$ 3,000,000
Exchange Fund	1,121,500
Surface Transportation Block Grant (STBG) - New	235,844
<i>Toll Credit Match</i>	27,051
Service Authority for Freeways and Expressways (SAFE) Funds Advance	25,000
State Transit Assistance (STA)	78,615
Surface Transportation Block Grant (STBG)	18,437,791
<i>Toll Credit Match</i>	2,114,815
Total Revenues	\$ 22,898,750

Federal Share

81.55%

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

Bay Area Forward is a strategic operations program that diagnoses key transportation problems, assesses and recommends specific mitigations, and implements recommended mitigations in priority corridors within available resources and partnership support. Bay Area Forward delivers cost-effective operational strategies (such as managed lanes, adaptive ramp metering, shoulder running lanes for buses and HOVs, traffic operations system, integrated corridor management, arterial/transit priority signal upgrades, express bus services, carpool and higher vehicle occupancy strategies) that complement and support the successful implementation of other regional and local transportation programs, high occupancy vehicle lane strategies and policies, integrated bridge corridor operations and dynamic transit routing, technology and operational improvements, active transportation, bike share, commuter parking, first and last mile solutions, and other multi-modal/demand management/pricing strategies. It also looks to implement person throughput strategies and policy changes on the regions managed lanes system, which include HOV and express lanes. Overall, Bay Area Forward planning and capital projects aim to better manage and operate Bay Area freeways, arterials, and transit systems.

C. Project Products

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

D. Previous Accomplishments and Links to Relevant Products

Conducted analyses for the feasibility of upgrading existing ramp meters to corridor adaptive ramp metering and activating existing ramp meter gaps; developed staging plans for implementation; implemented corridor adaptive ramp metering, conduct before and after studies to assess traffic operations after implementation.

Conducted design alternative assessments on key regional corridors to identify operational improvements from congestion relief, system performance, safety, design feasibility, and cost perspectives. Identified strategies to increase person throughput by improving transit and carpool travels, as ways to encourage mode shift away from solo drivers. Strategies that improve corridor resiliency to climate change were also included. Completed a comprehensive multimodal corridor plan for SR 37.

Conducted analyses for the feasibility of installing and activating other active traffic management and mobility management strategies, such bus queue jump lanes, bus on shoulder, park-rides, carpooling, transit services improvements, etc.

Worked closely with Caltrans, Bay Area Transportation Authority agencies, and other partners in the planning, environmental review, design, and capital project delivery of recommended operational/capital improvements.

Identified short and long-term transportation funding needs to fully implement and deliver Bay Area Forward strategies.

Supported related operational planning activities in support of managed lanes, MTC express lanes program, etc.

Monitored system performance and collected/analyzed data within available resources and where appropriate to inform analysis and policy changes.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Bay Bridge Forward Program	Staff	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
2	Bay Bridge Forward Program	Consultant	- Analysis of operational improvements - Project development and delivery documents	STBG, Exchange Fund, SAFE	07/01/22	06/30/23
3	Richmond-San Rafael Forward Program	Staff	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
4	Richmond-San Rafael Forward Program	Consultant	- Analysis of operational improvements - Project development and delivery documents	STBG, Exchange Fund	07/01/22	06/30/23
5	Dumbarton Forward Program	Staff	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
6	Napa Valley Forward Program	Staff	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
7	Resilient SR 37 Program	Staff	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
8	Resilient SR 37 Program	Consultant	- Analysis of operational improvements - Project development and delivery documents	STBG, Caltrans Grant	07/01/22	06/30/23

9	Adaptive Ramp Metering and Optimized Corridor Operations	Staff	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
10	Innovate 680	Staff	- Analysis of operational improvements	STBG	07/01/22	06/30/23
11	San Mateo-Hayward Bridge Forward/Other Bridge Forward or Corridor Projects	Staff	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
12	San Mateo-Hayward Bridge Forward/Other Bridge Forward or Corridor Projects	Consultant	- Analysis of operational improvements - Project development and delivery documents	STBG	07/01/22	06/30/23
13	Data Collection and Data Analytics	Consultant	- Analysis of operational improvements	STBG	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Continue to work on all projects to advance through the various project development phases.

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 the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system 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
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Work Element 1238: Technology-Based Operations and Mobility

Project Manager: Robert Rich/Michelle Go

A. Budget

Expenses		
Salaries		\$ 518,024
Benefits		259,012
Indirect		388,518
Other Operating		-
Consultants		2,791,000
Total Expenses		\$ 3,956,555

Revenues		
Exchange Fund		\$ 1,066,000
Surface Transportation Block Grant (STBG)		2,190,555
<i>Toll Credit Match</i>	251,257	
Surface Transportation Block Grant (STBG) - New		700,000
<i>Toll Credit Match</i>	80,290	
Total Revenues		\$ 3,956,555

Federal Share

73.06%

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

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

Vehicles programs.

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

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

- Deployments of automated shuttles, associated roadside equipment, on-board passenger-focused technology and facilitating services for assessing:
 - The safety, effectiveness and equity of automated first/last mile services to transit; and
 - The efficacy of universal vehicle designs and human-machine interfaces to serve passengers with disabilities via automated transit.
- Intersection-based arterial deployments to enable a variety of safety, mobility and sustainability applications;
- Freeway-oriented deployments to increase the functional capacity of heavily congested corridors, promote high-occupancy modes and reduce non-recurrent delay by improving incident management; and
- Deploying systems that support advanced traveler information dissemination to connected vehicles in order to positively influence traveler behavior and encourage mode shift.
- Freight-focused solutions to reduce emissions related to operations at regional ports.

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

C. Project Products

- Operations/planning analysis
- MTC SHIFT (commute management platform grant) program management
- Napa Valley Forward (employer transportation demand management/commute platform pilot) program management
- Bikeshare program management
- Richmond-San Rafael (RSR) Bridge E-Bike Commute Program management
- RSR Rides – group bike/e-bike rides across RSR bridge
- Commuter Parking operations/outreach and parking occupancy data analysis
- Innovative Deployments to Enhance Arterials Shared Automated Vehicles (IDEA SAV) Systems Engineering Documentation
- Test Plan Documentation (IDEA SAV)
- IDEA SAV Program Management
- IDEA SAV Project Evaluations

D. Previous Accomplishments and Links to Relevant Products

- Released Rounds 1 and 2 of MTC SHIFT grant program and executed employer partnership agreements
- Developed Commuter Parking Project Manager Operations Plan

- Launched Napa Valley Forward employer transportation demand management program with launch of commute management platform
- IDEA SAV Call for Projects and Workshops
- IDEA SAV Project Scope and Funding Agreements
- Launched RSR Rides

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Richmond-San Rafael Bridge E-Bike Commute Program	Staff	Project Management	STBG	07/01/22	12/31/22
2	Richmond-San Rafael Bridge E-Bike Commute Program	Consultant	Program planning and administration	STBG	07/01/22	12/31/22
3	Bikeshare	Staff	Program management	STBG	07/01/22	06/30/23
4	Bikeshare	Consultant	Planning Studies/outreach	STBG	07/01/22	06/30/23
5	Napa Valley Forward	Staff	Project Management	STBG	07/01/22	06/30/23
6	Napa Valley Forward	Consultant	Program Administration	STBG	07/01/22	06/30/23
7	MTC SHIFT	Staff	Program Management	STBG	07/01/22	06/30/23
8	MTC Commuter Parking – Outreach and Parking Occupancy Data	Staff	Project Management	STBG	07/01/22	06/30/23
9	RSR Rides	Staff	Project Management	STBG	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Continue management of Bikeshare program

Continue management of MTC SHIFT

Continue Evaluation of IDEA SAV

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
- 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
- Data in Transportation Planning

Work Element 1239: Regional Mobility Technology Program

Project Manager: Nick Roethel

A. Budget

Expenses		
Salaries		\$ 326,558
Benefits		163,279
Indirect		244,919
Other Operating		-
Consultants		2,829,885
Total Expenses		\$ 3,564,641

Revenues		
Bay Area Toll Authority (BATA) Regional Measure 2		\$ 888,347
Bay Area Toll Authority (BATA) Reimbursement		500,000
Service Authority for Freeways and Expressways (SAFE) Funds Advance		25,000
State Transit Assistance (STA)		421,254
Surface Transportation Block Grant (STBG)		100,000
<i>Toll Credit Match</i>	11,470	
Surface Transportation Block Grant (STBG) - New		1,280,301
<i>Toll Credit Match</i>	146,851	
General Fund		349,738
Total Revenues		\$ 3,564,641

Federal Share

38.72%

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

B. Project Description

The Regional Mobility Technology program encompasses (1) the Regional ITS Architecture program; (2) the Regional Transit Mapping and Wayfinding Program; (3) Regional Mobility Account Management; and (4) Transit Connectivity Gap Analysis with Regional GTFS Tool, all of which contribute to improving the mobility of travelers in the San Francisco Bay Area. The program works to guide and implement innovative technology solutions at a regional level to improve mobility in an equitable manner.

Specific activities for FY22-23 include:

- 1) Complete the design and develop a more interactive Bay Area Regional ITS Architecture system that will facilitate transportation stakeholders in the region to maintain their ITS program/project information as per the USDOT ARC-IT framework.
- 2) Procure a design consultant and begin development of regional design standards to be tested through a prototype. Procure fabrication and implementation contractor(s) for prototype installation.
- 3) Operate, maintain and further enhance a regional mobility account management platform enabling customers to register for and manage customer mobility accounts, including transit benefits/discounts.
- 4) Procurement consultant and complete Phase 1 for the Regional Mapping Data Services Platform for the Regional Transit Mapping and Wayfinding Program.
- 5) Enhance the Transit Connectivity Gap Analysis with Regional GTFS Tool

C. Project Products

- 1) Bay Area ITS Regional Architecture System
- 2) Regional Transit Mapping and Wayfinding Standards, Signage, Maps and Digital Mapping Platform
- 3) Regional Mobility Account Management Website, APIs and CRM
- 4) Regional Mapping Data Services Platform
- 5) Transit Connectivity Gap Analysis with Regional GTFS Tool

D. Previous Accomplishments and Links to Relevant Products

Regional ITS Architecture and other related plans and documents, available at:

<https://mtc.ca.gov/operations/programs-projects/intelligent-transportation-systems-its> and <https://mtc.ca.gov/operations/programs-projects/intelligent-transportation-systems/its-architecture>

Regional Communications: <https://mtc.ca.gov/operations/programs-projects/intelligent-transportation-systems/regional-communications-network>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Development of the new Bay Area Regional ITS Architecture system as per USDOT ARC-IT framework	Consultant	Bay Area ITS Regional Architecture System	SAFE, STA	07/01/22	12/31/22
2	Design draft Regional Mapping & Wayfinding Standards and	Consultant	Draft Regional Design	STA, RM2 Marketing,	07/01/22	06/30/23

	plan prototype testing.		Standards Prototype Plans	STBG		
3	Develop and maintain a Regional Mobility Account Management Platform.	Consultant	Regional mobility account website, APIs, Customer Relationship Management System	BATA	07/01/22	06/30/23
4	Develop Regional Mapping Data Services Platform	Consultant	Regional Mapping Data Services Platform	STBG	07/01/22	06/30/23
5	Enhance Transit Connectivity Gap Analysis with Regional GTFS Tool	Consultant	Fully functional Transit Connectivity Gap Analysis with Regional GTFS Tool	RM2 Capital Funds	07/01/22	12/31/22

F. Anticipated Future Activities (FY 2023-24)

Continue to develop, operate and maintain, and enhance the above systems.

G. Federal Planning Factors Addressed

- Increase the accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Data in Transportation Planning

Work Element 1240: Clean Air Program

Project Manager: Linda Lee

A. Budget

Expenses		
Salaries		\$ -
Benefits		-
Indirect		-
Other Operating		-
Consultants		6,500,000
Total Expenses		\$ 6,500,000

Revenues		
Clean California Enhancement Proposal (New)		\$ 6,500,000
Total Revenues		\$ 6,500,000

B. Project Description

As part of the Clean California Initiative to beautify California, MTC will partner with the California Department of Transportation (Caltrans) to install architectural lighting at three Bay Area portals sites:

- Priority 1: Yerba Buena Island Portal, which connects the east and west spans of the San Francisco-Oakland Bay Bridge
- Priority 2: Caldecott Tunnel (historic site), which connects the cities of Orinda (Contra Costa County) and Oakland (Alameda County) via the Berkeley Hills
- Priority 3: Posey Tube (historic site), which is one of two parallel underwater tunnels that connect the Cities of Oakland and Alameda via the Oakland Estuary

The Project seeks to enhance the architecture of these Bay Area portals for nighttime elegance and provide an intra-regional aesthetic experience that will help unify the visual experience of the driver, while celebrating local architecture. The architectural lighting will be capable of colorful displays and/or white light that could be changed with seasonal interest.

Through the partnership, Caltrans will be responsible for environmental clearance, while MTC will be responsible for design and construction of the Project.

C. Project Products

- Project Management
- Construction Management procurement and contract management
- Design-Build procurement and contract management
- Design and construction of portal lighting improvements

D. Previous Accomplishments and Links to Relevant Products

Not applicable, as this is a new project.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Management	Staff	Project Management	Caltrans Grant	07/01/22	12/31/23
2	Construction Management Procurement	Staff	CM RFQ	Caltrans Grant	07/01/22	04/30/22
3	Construction Management Contract	Consultant	CM services	Caltrans Grant	07/01/22	12/31/23
4	Design-Build Contract procurement	Staff	D-B RFP	Caltrans Grant	07/01/22	08/31/22
5	Design-Build Contract	Consultant	D-B services	Caltrans Grant	09/01/22	12/31/23

F. Anticipated Future Activities (FY 2023-24)

Complete CM procurement

Manage CM contract

Complete DB procurement

Manage DB contract

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 the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Public Involvement

Work Element 1310: Access and Mobility Planning and Programs

Project Manager: Judis Santos

A. Budget

Expenses	
Salaries	\$ 307,933
Benefits	153,966
Indirect	230,950
Other Operating	-
Consultants	482,144
Total Expenses	\$ 1,174,993

Revenues	
Job Access and Reverse Commute Program (JARC)	\$ 32,144
Surface Transportation Block Grant (STBG) (OBAG 3) - New	200,000
State Transit Assistance (STA)	250,000
General Fund	692,849
Total Revenues	\$ 1,174,993

Federal Share **19.76%**

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

Coordinated Public Transit-Human Services Transportation Plan:

- 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.
- Access and Mobility Planning activities include identifying transportation needs and barriers faced by the region's transportation disadvantaged populations, and supporting local, collaborative processes to prioritize solutions to those gaps via local, community-based transportation planning

and developing the Coordinated Public Transit-Human Services Transportation Plan. The last Coordinated Plan was adopted in February 2018, and staff began the update process in Summer 2020. The update process will continue through 2022, with the plan adoption coming 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.

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 the age of 75, among others. MTC and other partners at the local and regional level use EPCs to direct planning, funding and operations efforts to meaningfully reverse disparities in access to transportation, housing and other community services.

- Improve mobility in the region's Equity Priority Communities (EPCs), as identified in the regional long-range transportation plan. These communities are identified where there are multiple concentrations of transportation-disadvantaged populations, including concentrations of low-income and people of color.
- 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 Lifeline or other programs.
- 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 2018.

FTA Section 5310 Funding Program:

- Support the efforts of the FTA Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which enhances mobility for seniors and persons with disabilities by providing funds to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.
- Caltrans is the designated recipient of 5310 funds and partners with MTC for putting out 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 appropriate progress on projects.

Lifeline Transportation Funding Programs:

- 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.
- The Lifeline Transportation program has traditionally been funded by a mix of federal and state funding sources including FTA Section 5307 Urbanized Area, a portion of which has been made

available through the set aside through Lifeline set-aside in MTC's Transit Capital Priorities (TCP) Process and Criteria. Historically, funds have been programmed to eligible Lifeline projects by county transportation authorities (CTAs).

- Lifeline Cycle 5 (FY2016-17 and FY2017-18): Changes to this cycle included the inclusion of piloting participatory budgeting through the Community-Based Transportation Planning (CBTP) process, with a set-aside of up to \$1 million from the Lifeline Transportation Program for projects identified through this effort. Two CTAs participated in the pilot: 1) the San Francisco County Transportation Authority working with the San Francisco Municipal Transit Agency to update the Bayview CBTP and 2) the Solano Transportation Authority updating the Vallejo CBTP. An evaluation is being conducted upon completion of the pilot.
- Lifeline Cycle 6 (FY 2018-19 and FY2019-20): MTC staff solicited feedback from transit operators County Transportation Agencies, and the Policy Advisory Council's Equity and Access Subcommittee on whether to focus Cycle 6 similar to previous Cycles or to broaden eligibility in response to the COVID-19 pandemic. The Council voted unanimously to focus Cycle 6 similar to previous cycles. Approximately \$7 million in FTA 5307 funds from the Transit Capital Priorities program was made available and programmed to transit operators, with the exception of Santa Clara Valley Transportation Authority of approximately \$1.6 million, to be programmed in early 2021.

Staff will work closely with County Transportation Agencies (CTAs) and other stakeholders to develop policy and funding guidelines for future/upcoming cycles of grant funding to fund the implementation of CBTP, Coordinated Plan, and Plan Bay Area 2050 implementation of equity-driven transportation initiatives.

C. Project Products

- Coordinated Public Transit-Human Services Transportation Plan: https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf
- 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 projects and regional prioritized list of projects

D. Previous Accomplishments and Links to Relevant Products

- Coordinated Public Transit—Human Services Transportation Plan Update (2018) and implementation activities
- Community-Based Transportation Plans (ongoing). To date, nearly 50 Community-Based Transportation Plans have been produced in total. More recently, since 2018, 12 plans have been produced, with 5 more currently underway as of January 2022. This includes 2 Participatory Budgeting Pilot programs, one in San Francisco's Bayview/Hunters Point neighborhood and one in Vallejo
- MTC staff completed a 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 information 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 cycles 1-6 of the Lifeline Transportation Program

- Administered calls for projects and coordinated with CTAs and transit agencies, reviewed, and approved locally prioritized projects for the Lifeline Transportation Program
- Coordinated with Caltrans for FY 18 & 19 Section 5310 Cycle

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Update of the Coordinated Public Transit-Human Services Transportation Plan	Nelson\ Nygaard Consulting	Draft elements of the Coordinated Plan update	General Fund	07/01/22	06/30/23
2	Community Based Transportation Plans	Staff	Oversee plans as implemented by CTAs and provide technical assistance	General Fund STBG/ OBAG 3 STA	07/01/22	06/30/23
3	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/ OBAG 3 STA	07/01/22	06/30/23
4	Develop policy for next Lifeline Transportation Program (LTP) – Cycle 7	Staff	Plan/policy guidelines for next LTP Cycle	General Fund STBG/ OBAG 3 STA	07/01/22	06/30/23
5	Fund Lifeline projects	Staff	LTP Projects	HCD/ REAP 2.0	07/01/22	06/30/23
6	Submit reports and documents to FTA as required	Staff	FTA Quarterly Reports FTA Annual Service Report	General Fund STBG/ OBAG 3 STA	07/01/22	06/30/23

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 STBG/ OBAG 3 STA	07/01/22	06/30/23
8	Support implementation of FTA 5310 FY 15,16, 17 and FY 18 & 19 programs	Staff	FTA 5310 FY 15,16, 17 Program of Projects FTA 5310 FY 18 & 19 Program of Projects	General Fund	07/01/22	06/30/23
9	Lifeline Cycle 5 Participatory budgeting pilot (Opportunity areas and Next Steps)	Staff	Application of lessons learned and exploration of opportunity areas	General Fund	07/01/22	06/30/23
10	Support analysis and implementation of programs to advance CBTP implementation, such as technical assistance or funding for additional participatory budgeting efforts	Staff	Memo summarizing CBTP program performance and recommendations for future cycles	General Fund	07/01/22	06/30/23
11	Coordinate with Caltrans for the FY 20 & 21 Section 5310 call for projects	Staff	FTA 5310 FY 20 & 21 Program of Projects	General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Complete the update to the Coordinated Plan, expected 2023
- Support priority strategies identified in the Coordinated Public Transit—Human Services Transportation Plan (2018)
- Provide technical support and continued administrative refinements to Lifeline Transportation Program to reflect changes in FAST and other funding sources as appropriate
- New or updated CBTPs for communities identified as Equity Priority Communities (EPCs)
- Monitor ongoing Cycle 3, Cycle 4, Cycle 5 and Cycle 6 Lifeline Projects and assistance to project sponsors, county program administrators, and grant recipients
- For ongoing Cycle 3 Lifeline projects (if any), review and approve subrecipient invoices and quarterly reports and compliance with federal requirements
- Submit reports and other documentation to FTA as required

- Explore, assess, and apply lessons learned from the Cycle 5 Participatory Budgeting Pilot Programs
- Develop funding guidelines for Cycle 7 and provide technical assistance to project sponsors, county program administrators, and grant recipients
- Submit reports and other documentation to Caltrans as required, provide technical assistance to 5310 project sponsors, and commence development of next 5310 cycle
- 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 accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Improve the resiliency and reliability of the transportation system 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
- Data in Transportation Planning

Work Element 1314: Means-Based Toll Discount Pilot Evaluation

Project Manager: Lulu Mao/Pierce Gould

A. Budget

Expenses		
Salaries		\$ 85,559
Benefits		42,780
Indirect		64,170
Other Operating		-
Consultants		600,000
Total Expenses		\$ 792,509

Revenues		
Surface Transportation Block Grant (STBG)		\$ 792,509
<i>Toll Credit Match</i>	90,901	
General Fund		-
Total Revenues		\$ 792,509

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

Subject to Board approval, BAIFA will pilot a means-based toll discount program to make express lanes more affordable and accessible to low-income travelers. The pilot would be an important step to meeting equity goals in Plan Bay Area 2050 and supporting inclusion of the regional express lane network in the Plan. The pilot will be on BAIFA's Ala-880 express lanes.

The objective of this work element is to evaluate the pilot (see WE 6840 for pilot implementation). The pilot will be evaluated against a series of goals and related performance measures to gauge the success and impact of pilot implementation. 'Impact' goals assess whether and how the pilot makes a difference for low-income drivers. 'Implementation' goals assess the success of program outreach, program administration and operational

performance.

This project is primarily to conduct a Before and After Study to assess the pilot’s impact on corridor operational performance, including the express lane and the general-purpose lanes. The scope includes data collection, data analysis and reporting by consultants and staff. A Before Study is required to establish a benchmark for the operation of the existing I-880 corridor prior to pilot implementation. After the pilot launches and traffic patterns have stabilized (about 12-months), data will be collected again, compared against the baseline conditions, and documented in a Before/After Study Report.

Funds may also support data collection, analysis and reporting work for the other impact and implementation aspects of the pilot evaluation and to cover staff costs for pilot evaluation.

C. Project Products

- Procurement and contract
- Traffic and toll data
- Tables and figures
- Reports

D. Previous Accomplishments and Links to Relevant Products

- Awarded consultant contract to perform the scope of work (February 2022)
- Defined study and control corridor limits
- Collected ‘before’ data (spring 2022)

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Perform project management	Consultant	<ul style="list-style-type: none"> • Meeting agendas, materials • Progress reports • Budget, invoices • Schedule 	STBG/ General Fund	07/01/22	06/30/23

2	Collect traffic and toll data	Consultant	<ul style="list-style-type: none"> Raw and summarized data 	STBG/ General Fund	07/02/22	06/30/23
3	Analyze data	Consultant	<ul style="list-style-type: none"> Tables, figures 	STBG/ General Fund	07/01/22	06/30/23
4	Document data collection, analysis and findings	Consultant	<ul style="list-style-type: none"> Before Study Report 	STBG/ General Fund	07/01/22	06/30/23
5	Manage contract and review work products	Staff	<ul style="list-style-type: none"> Meetings Comments 	STBG/ General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Analyze ‘after’ data
- Document ‘after’ data collection, analysis and findings in Before/After Study Report

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the accessibility and mobility of people and freight
- Promote efficient system management and operation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement
- Data in Transportation Planning

Work Element 1515: State Programming, Monitoring and STIP Development

Project Manager: Kenneth Kao

A. Budget

Expenses	
Salaries	\$ 613,100
Benefits	306,550
Indirect	459,825
Other Operating	-
Consultants	300,000
Total Expenses	\$ 1,679,474

Revenues	
Surface Transportation Block Grant (STBG) (OBAG 3) - New	\$ 300,000
<i>Toll Credit Match</i>	34,410
General Fund	1,379,474
Total Revenues	\$ 1,679,474

Federal Share

17.86%

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.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
- 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 1-5 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): <http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
- Cap and Trade Framework: http://mtc.ca.gov/sites/default/files/Cap_and_Trade_Fact_Sheet_0.pdf
- Caltrain Electrification Funding Agreement
- Program of Projects for LCTOP
- SB 1 Competitive Program Prioritization Principles for Cycle 2: <https://mtc.legistar.com/View.ashx?M=F&ID=7879880&GUID=6C832683-1BB1-4F03-8901-1FABF96C2B1A>
- SB 1 Local Partnership Program Formula Share – MTC/BATA Programming: <https://mtc.legistar.com/View.ashx?M=F&ID=6633623&GUID=921EAF4F-76EB-4A41-94D9-F1DF8B5254ED>
- SB 1 SCCP and TCEP Programs for Cycle 2: <https://mtc.legistar.com/View.ashx?M=F&ID=8447865&GUID=AAA25D0B-9E1C-4453-9DCE-EADD585A5A70>

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 and submittal of regional nominations for the second cycle of the CTC SB1 competitive programs (TCEP, SCC and LPP competitive programs)

E. Work Plan (FY 2022-23)

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	07/01/22	06/30/23
2	Prepare status reports on STIP project delivery	Staff	Status Reports on STIP Delivery	STBG / General Fund	07/01/22	06/30/23
3	Prepare status reports on Proposition 1B project delivery	Staff	Status Reports on Prop. 1B Delivery	STBG / General Fund	07/01/22	06/30/23
4	Develop enhancements to web-enabled funding database	Staff	Updated database	STBG / General Fund	07/01/22	06/30/23
5	Participate in various statewide funding, programming, and delivery committees and groups	Staff	Documents produced by committees	STBG / General Fund	07/01/22	06/30/23
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	07/01/22	06/30/23
7	Implement Cycles 1-5 ATP	Staff	Cycles 1-5 ATP	STBG / General Fund	07/01/22	06/30/23
8	Attend CTC meetings (typically 7 per year)	Staff	Email of meeting highlights for stakeholders and Letter for CTC Commissioners	STBG / General Fund	07/01/22	06/30/23
9	Develop maintain, and implement enhancements and upgrades to Fund Management System	Agreeya Solutions	FMS 5.0	STBG / General Fund	07/01/22	06/30/23

	(FMS)					
10	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	07/01/22	06/30/23
11	Cap & Trade Development	Staff	Ongoing project monitoring	STBG / General Fund	07/01/22	06/30/23
12	Develop and implement programs authorized in Senate Bill 1 (SB 1)	Staff	Programming and implementation of SCC, TCEP, LPP, TIRCP, etc.	STBG / General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

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

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

Project Manager: Allison Brooks

A. Budget

Expenses	
Salaries	\$ 366,296
Benefits	183,148
Indirect	274,722
Other Operating	-
Consultants	400,000
Total Expenses	\$ 1,224,167

Revenues	
Association of Bay Area Governments (ABAG)	\$ 188,872
Bay Area Air Quality Management District (BAAQMD)	440,207
San Francisco Bay Conservation	188,872
General Fund	406,217
Total Revenues	\$ 1,224,167

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 2022-23, BARC will be focused in implementing a set of initiatives identified in the BARC Shared Work Plan completed at the end of FY21/22. 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. BARC engaged the consultant firm Arup North America to assist in the development of the Shared Work Plan.

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>
- 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.
- Submitted proposal for 2022-23 SB1 Caltrans Sustainable Transportation Planning Grant for a grant to continue advanced adaptation planning for the Dumbarton Bridge West Approach and surrounding communities of East Palo Alto and Menlo Park. Grant proposal was submitted in partnership with the San Francisquito Creek Joint Powers Authority, with the support of local jurisdictions and community-based organizations.
- Redesigned and updated the BARC home page to better reflect BARC’s current projects and key climate change developments occurring regionally. <https://barc.ca.gov/>
- 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.kneedeepetimes.org/>

E. Work Plan (FY 2022-23)

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	07/01/22	06/30/23
2	Continued Support of Adaptation Planning Projects in Specific Jurisdictions	Staff	Support for implementation of Resilient by Design project locations as well as other key localities (e.g., Northern Contra Costa County).	General Fund	07/01/22	06/30/23
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	07/01/22	06/30/23

4	Coordinating Building Decarbonization Activities Across Agencies	Staff	Coordination of BAAQMD and MTC planning activities related to building decarbonization, including appliance GHG reductions, housing production and preservation, and technical assistance for local governments.	General Fund	07/01/22	06/30/23
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F. Anticipated Future Activities (FY 2023-24)

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.

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 the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- 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 1615: Connecting Housing and Transportation

Project Manager: Daniel Saver

A. Budget

Expenses	
Salaries	\$ 1,734,225
Benefits	867,112
Indirect	1,300,668
Other Operating	-
Consultants	58,933
Total Expenses	\$ 3,960,938

Revenues	
Environmental Protection Agency (EPA)	\$ 58,933
California Housing Community Development (HCD)	3,200,984
General Fund	701,021
Total Revenues	\$ 3,960,938

B. Project Description

This Work Element supports implementation of the Regional Transportation Plan and the Sustainable Communities Strategy (RTP/SCS) with a focus on the connection between transportation investment decisions and housing outcomes. A primary objective is the implementation of the “3 Ps” framework (protection, preservation and production) through a combination of regional policy leadership and technical assistance for local jurisdictions.

The activities within this Work Element include providing analytic and policy support for MTC funding programs that operate at the intersection of transportation and housing, communicating with county planning and transportation authorities about MTC plans, programs, policies and grant opportunities, as well as providing technical assistance to local jurisdictions to implement strategies from Plan Bay Area 2050 that link housing, transportation and climate outcomes.

Staffing support for all efforts within Work Element 1615 will be funded by non-federal transportation funds.

C. Project Products

Products include data tables and analysis, staff memos and presentations, as well as a variety of technical assistance products that range from data tools to policy guidance.

D. Previous Accomplishments and Links to Relevant Products

Housing Incentive Pool (HIP) Program 2018 and 2019 Progress Report - <https://mtc.ca.gov/sites/default/files/documents/2021-05/3b%20-%202021-0182%20-%20HIP%202018-2019%20Progress%20Report.pdf>

Regional Housing Policy and Data Explorer - <https://abag.ca.gov/tools-resources/data-tools/housing-policy-data-explorer>

Regional Housing Permit Data report and visualization - <http://housing.abag.ca.gov/map>

Regional Housing Technical Assistance Program - <https://abag.ca.gov/our-work/housing/regional-housing-technical-assistance>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Program support for MTC transportation/housing coordination	Staff	- Data table and analysis of Housing Permit Data - Staff memos	California Housing Community Development (HCD)/ General Fund	07/01/22	06/30/23
2	Local County Planning Director and County Transportation Authority meetings	Staff	- Attend and participate in monthly county planning director meetings and County Transportation Agency meetings - Monthly "Bulletin" summarizing key MTC/ABAG initiatives for local stakeholders	California Housing Community Development (HCD)/ General Fund	07/01/22	06/30/23

3	Regional technical assistance strategy and programs to support local jurisdiction implementation of Plan Bay Area 2050 growth pattern and housing strategies	Staff	- Staff memos and presentations - Technical assistance products for local jurisdictions (staff led with support from consultants)	REAP 2.0/ General Fund	07/01/22	06/30/23
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F. Anticipated Future Activities (FY 2023-24)

Continue to support coordination of transportation and housing efforts within MTC and continue to provide technical assistance to local jurisdictions to implement Plan Bay Area 2050 growth pattern and housing strategies.

G. Federal Planning Factors Addressed

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning

WORK ELEMENTS FUNDED BY STATE AND LOCAL SOURCES

FY 2022–2023

Work Element 1114: Support Policy Advisory Council

Project Manager: Ky-Nam Miller

A. Budget (FY 2021-22)

Expenses	
Salaries	\$ 60,611
Benefits	30,306
Indirect	45,459
Other Operating	-
Consultants	-
Total Expenses	\$ 136,376

Revenues	
General Fund	136,376
Total Revenues	\$ 136,376

Federal Share 0.00%

B. Project Description

- MTC seeks to involve citizens 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
- Fare Coordination and Integration Subcommittee meetings

- Regional Equity Working Group meetings, as needed
- Council Reports/Motions to the Commission
- Annual Meeting with the Commission and the Council

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 (FY2022-23)

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	07/01/22	06/30/23
2	Staff the Equity and Access Subcommittee as needed	Staff	Meeting agendas and packets, staff reports, presentation materials	General Fund	07/01/22	06/30/23
3	Staff the Fare Coordination & Integration Subcommittee as needed	Staff	Meeting agendas and packets, staff reports, presentation materials	General Fund	07/01/22	06/30/23
4	Attend the Regional Equity Working Group, as needed	Staff	Staff reports, as needed	General Fund	07/01/22	06/30/23
5	Plan and implement the annual meeting with Commission and the Council	Staff	Meeting agenda Presentation materials	General Fund	07/01/22	06/30/23
6	Assist with Council reports/motions to the Commission	Staff	Prepare memos, as needed	General Fund	07/01/22	06/30/23
7	Staff monthly Council prep meetings with Council Leaders and MTC	Staff	Updates to workplan & Council	General Fund	07/01/22	06/30/23

	Executives		agendas, pre-and-post meeting communications, follow-up actions			
8	Orientation for Council advisors appointed in 2022 and replacements, as needed	Staff	Presentations , as needed	General Fund	07/01/22	06/30/23
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	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

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

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 1124: Regional Goods Movement

Project Manager: Kara Vuicich

A. Budget

Expenses	
Salaries	\$ 14,260
Benefits	7,130
Indirect	10,695
Other Operating	-
Consultants	-
Total Expenses	\$ 32,085

Revenues	
General Fund	\$ 32,085
Total Revenues	\$ 32,085

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. MTC will work to monitor the delivery of projects and programs included in the investment strategy. A specific focus will be the allocation of Regional Measure 3 funds 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://bcdca.gov/BPA/BPASeaportPlan.html>). Consider potential impacts related to passenger and freight volumes at the region’s three major airports.

C. Project Products

- Improving Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study (June 2019)
- Goods Movement Investment Strategy (January 2018)
- Regional Goods Movement Plan adoption (February 2016)
- Freight Emission Reduction Plan (Fall 2017)
- Regional Airport System Planning Analysis Update 2011 (September 2011)
- San Francisco Bay Area Seaport Plan (Amended through December 2011)

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://bcdca.gov/seaport/seaport.pdf>

E. Work Plan (FY 2022-23)

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	Staff	Participate in the California Freight Advisory Committee.	General Fund	07/01/22	06/30/23

	initiatives		<p>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.</p> <p>Coordinate with local partners on prioritization of project proposals for new SB1 funding programs, especially the Trade Corridor Enhancement Program.</p> <p>Participate in Caltrans Comprehensive Multimodal Corridor Planning.</p>			
2	Support regional goods movement planning and implementation efforts, including Plan Bay Area 2050 implementation actions	Staff	<p>Participate in quarterly meetings of the regional Goods Movement Executive Team.</p> <p>Support and assist partner agencies in applications for state and federal funding for goods movement plans and projects.</p>	General Fund	07/01/22	06/30/23

			<p>Coordinate with other regional agencies (BCDC and BAAQMD) on goods movement planning and activities.</p> <p>Participate in state and local goods movement planning activities within the region.</p>			
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F. Anticipated Future Activities (FY 2023-24)

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 the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

H. Federal Planning Emphasis Areas (PEAs) Addressed

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

Work Element 1131: Develop an Effective Legislative Program

Project Manager: Georgia Gann Dohrmann

A. Budget

Expenses	
Salaries	\$ 384,096
Benefits	192,048
Indirect	288,072
Other Operating	-
Consultants	-
Total Expenses	\$ 864,216

Revenues	
General Fund	\$ 864,216
Total Revenues	\$ 864,216

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 fund programming reform
 - Climate change related legislation
 - Affordable housing related legislation
 - Structural reforms to ensure adequate and predictable funding for transportation infrastructure
- Prepare legislative action alerts and testimony
- Maintain the legislative portion of MTC's Web site
- Represent MTC before Congress, U.S. DOT, the State Legislature, and related agencies
- Coordinate agency efforts in legislative strategies related to current and future federal surface transportation programs and legislation, and state funding and project delivery reforms.
- Actively participate in state and national forums involving the formation of legislative and regulatory proposals

D. Previous Accomplishments and Links to Relevant Products

- Secured \$1.2 billion in transit operating funding from federal COVID relief bill, 2021 America Rescue Plan Act (ARP).
- Advocated for passage of 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.
- Secured \$20 million to support the launch of pilot projects for the Bay Area Housing Finance Authority from the state budget.
- Secured about \$100 million for the region in one-time funding from a new state grant program, known as REAP 2.0, to support reduced vehicle-miles traveled projects and plans.
- Supported AB 43 (Friedman) which was signed into law and aims to improve roadway safety by repealing the 85th percentile requirement for setting speed limits.
- Secured funding to support transit operators transition to zero-emission fleet in state budget.
- Supported AB 361 (Rivas), to extend the ability of public agencies to hold meetings remotely through 2023 for the benefit of board members and the public during the ongoing COVID 19 pandemic or other emergencies warranting social distancing.
- 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 22-23)

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	07/01/22	06/30/23
2	Analyze legislation	Staff	Memos for internal and external purposes Staff reports Presentation materials	General Fund	07/01/22	06/30/23
3	Legislative history	Staff	Prepare monthly reports and determine which bills to track	General Fund	07/01/22	06/30/23
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	07/01/22	06/30/23
5	Organize meetings with key stakeholders on bills of interest	Staff	Organize meeting materials, agendas. Share reports of meeting outcomes	General Fund	07/01/22	06/30/23
6	Begin planning for 2023 legislative priorities	Staff	Prepare work plan following Appendix A of PPP	General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- 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 security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- 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 1132: Advocate Legislative Programs

Project Manager: Georgia Gann Dohrmann

A. Budget

Expenses	
Salaries	\$ 52,719
Benefits	26,360
Indirect	39,540
Other Operating	-
Consultants	667,000
Total Expenses	\$ 785,619

Revenues	
Service Authority for Freeways and Expressways (SAFE)	\$ 50,000
Bay Area Toll Authority (BATA) Reimbursement	50,000
General Fund	685,619
Total Revenues	\$ 785,619

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

- Secured \$1.2 billion in transit operating funding from federal COVID relief bill, 2021 America Rescue Plan Act (ARP).
- Advocated for passage of 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.
- Secured \$20 million to support the launch of pilot projects for the Bay Area Housing Finance Authority from the state budget.
- Secured about \$100 million for the region in one-time funding from a new state grant program, known as REAP 2.0, to support reduced vehicle-miles traveled projects and plans.
- Supported AB 43 (Friedman) which was signed into law and aims to improve roadway safety by repealing the 85th percentile requirement for setting speed limits.
- Secured funding to support transit operators transition to zero-emission fleet in state budget.
- Supported AB 361 (Rivas), to extend the ability of public agencies to hold meetings remotely through 2023 for the benefit of board members and the public during the ongoing COVID 19 pandemic or other emergencies warranting social distancing.

E. Work Plan (FY 22-23)

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	07/01/22	06/30/23
2	Meet with legislators and their staff	Staff	Briefing materials	General Fund /BATA/ SAFE	07/01/22	06/30/23
3	Testify in committee hearings	Staff	Prepared oral testimony	General Fund/ BATA/ SAFE	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- 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 security of the transportation system for motorized and non-motorized users

- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- 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 1156: Library Services

Project Manager: Julie Teglovic

A. Budget

Expenses	
Salaries	\$ 146,836
Benefits	73,418
Indirect	110,127
Other Operating	-
Consultants	-
Total Expenses	\$ 330,382

Revenues	
General Fund	\$ 330,382
Total Revenues	\$ 330,382

B. Project Description

The MTC/ABAG Library, managed by the Metropolitan Transportation Commission (MTC) and also sponsored in part by the Association of Bay Area Governments (ABAG), has an extensive collection of reports, books and magazines, covering transportation planning, demographics, economic analysis, public policy issues and regional planning in the San Francisco Bay Area, and is designed to meet the information needs of government agencies, researchers, students, the media and anyone else who is interested in transportation, regional planning and related fields.

The library houses 17,000 books, periodicals and reports, including local, California and federal government documents, all MTC and ABAG publications, city and county general plans and environmental reports, traffic counts and forecasts, 1,000 serial titles (magazines, newspapers, annual reports, etc.), demographic data including U.S. Census reports for 1960-1990, earthquake maps, transportation and urban planning, construction reports for bridges, tunnels and roads, housing, public policy, economics and regional planning.

The library is open to the public by appointment and participates in interlibrary loans.

The library provides extensive reference assistance by telephone, email and in-person.

C. Project Products

Transportation headlines

Daily

New acquisitions bibliography

3-4 times a year

D. Previous Accomplishments and Links to Relevant Products

- Transportation headlines, <https://mtc.ca.gov/news/news-headlines>
- Library services, <https://mtc.ca.gov/tools-resources/mtcabag-library>
- Managed MTC-ABAG Library, maintain a collection of print and electronic format documents and sources of information that support the work of MTC and ABAG
- Provided reference services to MTC Commission and staff and to ABAG staff, as well as to outside agencies and the public
- Screened major media, prepare and disseminate daily electronic “Transportation Headlines” compilation via email and Web
- Maintained the MTC Records Management Program for archiving internal records
- Provided electronic access to Library catalog through the Internet
- Published a listing of library acquisitions several times a year
- Maintained the library and publications sections of MTC’s Web page
- Served as an affiliate of the State Data Center
- Maintained the Bay Area Census Website
- Managed the Electronic Information Delivery Service (GovDelivery)

E. Work Plan (FY 2022-23)

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	07/01/22	06/30/23
2	Provide reference services to MTC Commission and staff and to ABAG staff, as well as to outside agencies and the public	Staff	Reference services	General Fund	07/01/22	06/30/23
3	Screen major media, prepare and disseminate daily electronic “Transportation Headlines” compilation via email and Web	Staff	Transportation Headlines	General Fund	07/01/22	06/30/23
4	Maintain the MTC Records Management Program for archiving internal records	Staff	Records Management Program	General Fund	07/01/22	06/30/23
5	Provide electronic access to Library catalog through	Staff	Library catalog	General Fund	07/01/22	06/30/23

	the Internet					
6	Publish a listing of library acquisitions several times a year	Staff	Library acquisition listing	General Fund	07/01/22	06/30/23
7	Maintain the library and publications sections of MTC's Web page	Staff	Publications listing	General Fund	07/01/22	06/30/23
8	Serve as an affiliate of the State Data Center	Staff	State Data Center affiliate	General Fund	07/01/22	06/30/23
9	Maintain the Bay Area Census Website	Staff	Bay Area Census Website	General Fund	07/01/22	06/30/23
10	Manage the Electronic Information Delivery Service (GovDelivery)	Staff	Electronic Info Delivery Service	General Fund	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Same as above, ongoing activities.

G. Federal Planning Factors Addressed

- Promote efficient system management and operation

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Public Involvement
- Data in Transportation Planning

Work Element 1311: Means Based Fare Program

Project Manager: Drennen Shelton

A. Budget

Expenses	
Salaries	\$ -
Benefits	-
Indirect	-
Other Operating	-
Consultants	4,000,000
Total Expenses	\$ 4,000,000

Revenues	
Low Carbon Transit Operations Program (LCTOP)	\$ 1,000,000
State Transit Assistance (STA)	3,000,000
Total Revenues	\$ 4,000,000

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 will conclude on June 30, 2023. The initial launch included four transit agencies, but in the wake of the COVID emergency was expanded to 17 additional agencies. Customers are eligible for the program if they are ages 19-64, a resident of the Bay Area, and earn less than 200% of the federal poverty level. MTC will reimburse transit agencies for half of a 20% discount per trip, applied to the Clipper base adult fare. Transit agencies offering a discount greater than 20% will cover all of the revenue losses above the 20%.

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

C. Project Products

- Regional Means-Based Transit Fare Pricing Study Report
- MTC Resolution 4320 and MTC Resolution 4439

- Year 1 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)

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Program management and monitoring	Staff	Quarterly data reports	LCTOP / STA	07/01/22	06/30/23
2	Pilot evaluation	Consultant	Quarterly tech memos and final reports	LCTOP / STA	07/01/22	06/30/23
3	Review and update program policies	Staff	Program Policies and Procedures and recommendations to the Commission	LCTOP / STA	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- Year 2 Evaluation
- Final recommendations pending pilot conclusion
- Future program implementation, if applicable

G. Federal Planning Factors Addressed

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning

Work Element 1312: Support Title VI and Environmental Justice

Project Manager: Michael Brinton

A. Budget

Expenses	
Salaries	\$ 45,809
Benefits	22,905
Indirect	34,357
Other Operating	-
Consultants	75,000
Total Expenses	\$ 178,071

Revenues	
General Fund	\$ 178,071
Total Revenues	\$ 178,071

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 1311. <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 2022-23)

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 the regional transportation plan.	Staff	Meeting agendas and notes Presentation Materials Staff reports	General Funds	07/01/22	06/30/23
2	Continue to prepare all necessary Title VI/EJ/ reports and analyses.	Staff	Meeting agendas and notes Presentation Materials Staff reports	General Funds	07/01/22	06/30/23
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	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

- 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

- Increase the accessibility and mobility of people and freight

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice40 in Transportation Planning

Work Element 1412: Transportation Conformity and Air Quality Planning

Project Manager: Harold Brazil

A. Budget

Expenses	
Salaries	\$ 110,127
Benefits	55,064
Indirect	82,595
Other Operating	-
Consultants	-
Total Expenses	\$ 247,786

Revenues	
General Fund	\$ 247,786
Total Revenues	\$ 247,786

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, 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 and on April 30, 2018.
- 4) In 2006, the EPA revised the air quality standards for particle pollution. The 24-hour PM_{2.5} standard was strengthened by lowering the level from 65 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) to 35 $\mu\text{g}/\text{m}^3$. On December 14, 2009, EPA designated the Bay Area as non-attainment for the national 24-hour PM_{2.5} 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 performs:

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

C. Project 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) Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes
 - a. See: <https://mtc.ca.gov/meetings-events?committee=61871&type=All#past>
- 3) VMT data for local communities to assist in conducting their climate planning work

D. Previous Accomplishments and Links to Relevant Products

- 1) Prepared the Transportation-Air Quality Conformity Analysis Report for Plan Bay Area 2050 and Amended 2021 Transportation Improvement Program, which was used to demonstrate conformity for the 2015 ozone NAAQS and was approved by the Commission in October 2021.
- 2) Responded to CARB and SACOG activity data requests for Eastern Solano County for ozone photochemical modeling and regional conformity determination purposes (respectively).
- 3) Conducted interagency consultation regarding transportation conformity, PM_{2.5} project-level conformity, and other air quality issues through MTC's Transportation Air Quality Conformity Task (meeting monthly throughout 2021).

- 4) Continued assistance local communities in the region to develop their mobile source GHG emission inventories for their local Climate Action Plan (CAP) development by providing passenger and commercial vehicle VMT data to communities in the region.

E. Work Plan (FY 2022-23)

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.	General Fund	07/01/22	06/30/23
2	Staff will prepare transportation-air quality conformity analysis on RTP and TIP amendments, as needed.	Staff	Transportation conformity analysis	General Fund	07/01/22	10/31/22
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	General Fund	07/01/22	06/30/23
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	Staff	To be determined	General Fund	07/01/22	07/01/23

	modernizing EMFAC documentation processes.					
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F. Anticipated Future Activities (FY 2023-24)

- 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

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

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

Work Element 1514: Regional Assistance Program and Project Reviews

Project Manager: Cheryl Chi

A. Budget

Expenses	
Salaries	\$ 432,811
Benefits	216,406
Indirect	324,608
Other Operating	-
Consultants	575,000
Total Expenses	\$ 1,548,825

Revenues	
State Transit Assistance (STA)	487,751
General Fund	1,061,074
Total Revenues	\$ 1,548,825

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 (RM2) operating funds. MTC also administers the 25% share of the one-half cent 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 and 511. MTC annually adopts of program of projects for the use of these funds.

C. Project Products

- Allocations of TDA, STA, STA-SGR, and RM2 Operating funds by resolution, amendments to the resolution, and Executive Director’s Delegation of Authority (DA)
- Monthly allocations through
- 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 2021-22 and occur annually.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Review and process ongoing requests for TDA, STA, and RM2 Operating funds	Staff	Allocation Resolutions and amendment to resolution	RM2/ STA/ General Fund	07/01/22	06/28/23
2	Quarterly Report of allocations by DA	Staff	Quarterly Report of the DA	RM2/ STA/ General Fund	10/12/22	06/30/23
3	Update and distribution claim forms to request TDA and STA for FY 2023-24	Staff	FY2023-24 Claim Forms	RM2 STA/ General Fund	01/25/23	03/08/23
4	Conduct Triennial Audits for FY 2022-23	Consultant (Not Selected)	Draft and Final Triennial Audit Report	General Fund	09/01/22	06/21/23
5	Adopt STA Regional Coordination Program of projects for FY 2023-24	Staff	Resolution and program of projects	STA/ General Fund	01/04/23	05/24/23

F. Anticipated Future Activities (FY 2023-24)

Ongoing work. Same work products as FY 2022-23. In addition, the Productivity Improvement Program (PIP) requirement is expected to resume. Therefore, MTC will adopt a PIP.

G. Federal Planning Factors Addressed

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning

Work Element 1618: Affordable Mobility Pilot Program (CARB)

Project Manager: Krute Singa/Therese Trivedi

A. Budget

Expenses	
Salaries	\$ 28,520
Benefits	14,260
Indirect	21,390
Other Operating	-
Consultants	-
Total Expenses	\$ 64,170

Revenues	
General Fund	\$ 64,170
Total Revenues	\$ 64,170

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 will provide 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.

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

C. Project Products

Mobility hubs at three affordable housing communities.

D. Previous Accomplishments and Links to Relevant Products

In August and September 2021, the project team and First Community Housing (FCH) met with Envoy and KIGT to discuss electric vehicle (EV) car share service coordination and the implementation timeline for Betty Ann Gardens (San José). As of September 30, 2021, KIGT, an EV charger company, is awaiting permit approval for electric vehicle supply equipment (EVSE) installation from the City of San José Planning Department. Although EVSE installation has not started, Envoy engaged Betty Ann Gardens' residents to raise awareness for the upcoming EV car share program.

During Quarter 3, 2021, the project team held a meeting with Envoy and RCF Connects (RCF) to discuss a "third-party stipend." The stipend is earmarked to cover 36-months of support for a Nystrom community member to help with Envoy car share operations (i.e., charging vehicles, reporting maintenance needs, cleaning in and around the site).

As of September 7, 2021, TransForm and Lyft have a fully executed General Service Agreement for the Lyft Ride Pass Program at all three project sites. The Ride Pass program provides an affordable option for last-minute/essential transportation needs. The program will also increase residents' access to economic opportunity and other essential locations like medical facilities, schools, grocery stores and workplaces.

LINK launched a small scooter fleet at Betty Ann Garden (San Jose) for the Mobility Hubs enrollment fair on September 10, 2021. LINK also streamlined their reduced fare program, LINK-Up, sign-up process for the event.

TransForm and First Community Housing (FCH) hosted the first Mobility Hubs Enrollment Fair at Betty Ann Gardens (San Jose) on September 10, 2021. An estimated 30 residents attended the event, two TransForm staff, four FCH staff and multiple vendors. TransForm staff hosted a table to enroll residents into the Lyft Ride Pass Program, Clipper START and completed Envoy's car share interest form.

On November 5, 2021, TransForm hosted a Mobility Hubs Fair at Lions Creek Crossings (Oakland).

In addition, a COVID-19 Travel Survey was conducted earlier this year.

All materials for the project can be found here: <https://www.transformca.org/landing-page/mobility-hubs-affordable-housing-pilot>.

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Program Design	Staff	<ul style="list-style-type: none"> 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	07/01/22	06/31/23
2	Program Implementation	Staff	<ul style="list-style-type: none"> Implement programs at each site with vendors 	General Fund	07/01/22	06/31/23
3	Outreach and Education	Staff	<ul style="list-style-type: none"> Communication & outreach plan for community and partnership cultivation Training sessions with residents and one on one sessions 	General Fund	07/01/22	06/31/23
4	Resident Surveys, Data Collection and Evaluation	Staff	<ul style="list-style-type: none"> Survey design, implementation and analysis at each site 	General Fund	07/01/22	06/31/23
5	Project Administration	Staff	<ul style="list-style-type: none"> Ongoing project coordination, reporting and invoicing Draft Final Report Final Disbursement 	General Fund	07/01/22	06/31/23

F. Anticipated Future Activities (FY 2023-24)

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

- 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 the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- 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

Work Element 1620: Bay Area Housing Finance Authority (BAHFA)

Project Manager: Daniel Saver

A. Budget

Expenses	
Salaries	\$ 977,669
Benefits	488,835
Indirect	733,252
Other Operating	-
Consultants	9,086,310
Total Expenses	\$ 11,286,066

Revenues	
California Housing Community Development (HCD)	\$ 11,286,066
Total Revenues	\$ 11,286,066

B. Project Description

In 2019, the State Legislature invested MTC/ABAG with a new authority to design, fund and operate a Bay Area Housing Finance Authority (BAHFA). The authorities and mandate for BAHFA are established by statute in Cal. Gov. Code 64500 et seq. In 2021, the State allocated \$20 million in seed funding to BAHFA to support the launch of the agency.

Work Element 1620 is a new Work Element to reflect the agency's expanded housing portfolio via BAHFA. A primary focus of BAHFA is the implementation of the "3 Ps framework": protection of residents from displacement, preservation of existing housing affordable to lower- and moderate-income residents, and production of new housing. BAHFA will pursue this work through a combination of financing programs, regional policy leadership, and technical assistance for local jurisdictions.

Support for all efforts within Work Element 1620 will be funded via non-federal transportation funds.

C. Project Products

Products include staff memos and presentations, a "Business Plan" for BAHFA, and a refined scope and launch of five new pilot programs to increase the agency's housing capacity.

D. Previous Accomplishments and Links to Relevant Products

Launch of the Bay Area Housing Finance Authority: <https://mtc.ca.gov/about-mtc/authorities/bay-area-housing-financing-authority-bahfa>

Report titled “Momentum for Lasting Solutions: Launching the Bay Area Housing Finance Authority and the Expanded Regional Housing Portfolio”: https://mtc.ca.gov/sites/default/files/Launching%20BAHFA-Regional%20Housing%20Portfolio_2-24-21.pdf

Secured \$20 million in seed funding to launch BAHFA from the FY21-22 State Budget: <https://abag.ca.gov/news/new-state-budget-propel-pilot-programs-bay-area-housing>

E. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Launch five new BAHFA pilot programs	Staff	- Refined Workplans for each new Pilot Program - Staff memos and presentations	California Housing Community Development (HCD)	07/01/22	06/30/23
2	Explore BAHFA revenue mechanisms	Staff	- Memos, reports, and presentations	California Housing Community Development (HCD)	07/01/22	06/30/23

F. Anticipated Future Activities (FY 2023-24)

Continue to implement the five Pilot Programs, begin implementation of the recommendations from the Business Plan, and continue scoping potential revenue mechanisms.

G. Federal Planning Factors Addressed

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

H. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning

AGENCY MANAGEMENT

Objectives

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

Major Tasks

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

Not funded by CPG grants

Work Element 1152: Financial Management

Project Manager: Arleicka Conley/Raymond Woo

A. Project Description

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

Ongoing Tasks:

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

B. Project Products

Products	Estimated Completion Date
Operating and Capital Budgets	July-2022
Financial Reports	Monthly/Quarterly or as required
Financial Summaries	Monthly/Quarterly or as required
Requisitions to Funding Sources	Monthly or as required
Quarterly Progress Reports	Quarterly
Annual Independent Audit	Fall 2022
Investment Reports	Monthly

OWP
Compliance Audits

May 2023
As required

Included as part of ICAP

Work Element 1153: Facilities and Contract Services

Project Manager: Denise Rodrigues

A. Project Description

MTC's Facilities and Contracts Services Section provides various support services to MTC staff, including contracting & procurement, DBE and SBE programs, ADA reporting, Title VI oversight and reporting, facilities management, and general office services support.

B. Project Products

Contracting Policies and Procedures	Ongoing
Contracts, Purchase Orders and Agreements	Ongoing
Compliance Monitoring (all programs)	Ongoing
General Services Support	Ongoing
Security & Emergency Planning and Management	Ongoing
Facilities Administration	Ongoing
Submittal of Caltrans 9-B Local Agency DBE Annual Submittal Form	July 2022
DBE Semi-annual Progress Reports	October 2022 / April 2023
Submittal of Caltrans 9-C Local Agency ADA Annual Certification Form	July 2022
FTA DBE Goal Methodology	August 2022
Business Insurance Renewal	September 2022

C. Previous Accomplishments and Links to Relevant Products

Processed over 2,500 procurement and contract actions.

Initiated the review of MTC's procurement and contracting policies, engaging an outside consultant to assist with the review and suggestion of revisions.

Successful submittal of the Agency's DBE Semi-Annual Reports.

Continually responded to and communicated to staff on all building related State and Local requirements related to Covid-19 pandemic.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Purchasing, procurement and contract management services including the administration and monitoring of the agency's DBE, SBE and Title VI program and compliance.	Staff	Ongoing support of Agency Procurements, Contracts, and Purchase Orders. Various DBE, SBE Reports. Creation of MTC's FTA DBE Goal Methodology	General Funds	07/01/22	06/30/23
2	Business operations support including copying and mail services, janitorial and security vendor management, general services support, workspace planning, furniture and fixture upkeep, employee and agency parking facilities oversight, and fleet vehicle management.	Staff	Ongoing management, oversight, and execution of actions required to maintain the functionality of business operations for the agency.	General Funds	07/01/22	06/30/23
3	Management of agency business insurance program.	Staff	Yearly Agency insurance coverage renewal.	General Funds	07/01/22	06/30/22
4	Oversight of agency reception area.	Staff	Ongoing administrative assistance provided to support agency and customer	General Funds	07/01/22	06/30/23

			needs.			
5	Provide management and staff services to 375 Beale Condominium Corporation	Staff	Ongoing management, scheduling, and support for 375 Condominium Board Brown Act Meetings	General Funds, BAHA, and SSO	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

Finalize revisions to the Agency’s procurement and contracting policies contained in the Executive Director’s Management Memorandum (EDMM) 352.

Attend various outreach events to engage Disadvantage Business Enterprise and Small Business Enterprise contractors.

Continue responding to and communicate to staff on all building related state and local requirements related to Covid-19 pandemic.

F. Federal Planning Factors Addressed

Not applicable.

G. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning

Included as part of ICAP

Work Element 1154: Graphics Services

Project Manager: John Goodwin

A. Project Description

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

Ongoing tasks:

- Designing and producing MTC publications (e.g., Plan Bay Area, Annual Report to Congress and Annual Report to State Legislature) for electronic and print distribution
- Creating accessible PowerPoint presentations for internal and public meetings
- Design and art direction of collateral including logos, icons, letterheads etc.
- Designing and producing data graphics for use at meetings or in publications.
- Designing and producing MTC newsletters (for both hard copy and electronic distribution)
- Incorporating GIS data into maps for the web, in publications and for display at meetings
- Creating maps and presentation materials for outreach meetings
- Maintaining a comprehensive catalog of MTC's photo resources
- Creating and maintaining pages on MTC's website
- Shooting still photos and video at events and of transportation subjects
- Editing video and creating motion graphics for video presentation
- Developing new systems for making forms available to staff online
- Procure printing or other deliverables/services, as well as maintain good relationships with vendors

B. Project Products

Products	Estimated Completion Date
Website maintenance	Daily
Other graphics products	As required

Included as part of ICAP

Work Element 1161: Information Technology Services

Project Manager: Gilbert Mingming

A. Project Description

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

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

B. Project Products

Records management program

Application development projects

Business analysis and process automation

End user support (help desk)

Software/hardware acquisition

IT Infrastructure maintenance

Enterprise security program

Agency websites management

Regional mapping & wayfinding

Included as part of ICAP

HIGHWAY AND ARTERIAL SYSTEM MANAGEMENT (SAFE)

Objectives

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

Major Tasks

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

Major Products to be delivered in FY 2022–2023

Estimated completion dates

Annual SAFE operating budget	Spring
Provide freeway patrol service on 550 miles of freeway	Ongoing
Provide support to the Local Streets & Roads Committee	Monthly
Reports on call box system usage and operation	Monthly
TETAP and RSTP projects and services	Ongoing

All SAFE activities are not funded by CPG Grants

Work Element 6031: SAFE Regional Freeway Assist System

Project Manager: Jaime Maldonado

A. Project Description

In 1988, the Commission became the Service Authority for Freeways and Expressways (SAFE) and installed 684 call boxes in the nine Bay Area counties. This call box network has been paired down and is supplemented by the Freeway Assist System. The MTC SAFE partners with Caltrans to install new call boxes as needed and to develop other motorist aid systems. Freeway Assist is linked to the California Highway Patrol (CHP), as well as regional call box answering services. SAFE monitors program performance to ensure a timely response to users and keep boxes in service with timely maintenance. The regional Emergency Management program and Incident Management program activities are also performed under this work element.

B. Project Products

Maintain the call box network and maintain and update emergency operation plans.

C. Previous Accomplishments and Links to Relevant Products

Maintenance of the call box network, updates to emergency operation plans, and annual regional emergency exercises.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Maintain Call Box network in the field	Consultant	Field work	SAFE	07/01/22	06/30/23
2	Reporting Call Box Data	Consultant	Monthly Reports	SAFE	07/01/22	06/30/23
3	Emergency Management Exercises	Staff	Field exercises	SAFE	07/01/22	06/30/23
4	Develop and update Regional and Agency Emergency plan	Consultant	Reports and updates	SAFE	07/01/22	06/30/23
5	Incident management field and consulting activities	Consultant	Reports, field work, and project-specific deliverables	SAFE	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

Field work and reports are ongoing, repeated each year.

F. 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
- Promote efficient system management and operation
- Enhance travel and tourism

G. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Public Involvement

Work Element 6032: SAFE Freeway Service Patrol (FSP)

Project Manager: Jaime Maldonado

A. Project Description

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

B. Project Products

Assist freeway motorists via contracts established with tow contractors. Analyze performance data to ensure that program resources are efficiently allocated. Oversee fleet management services.

C. Previous Accomplishments and Links to Relevant Products

Assist freeway motorists.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Provide freeway patrol Service	Consultant	Towing services	Caltrans State Highway Account, SB1, SAFE	07/01/22	06/30/23
2	Present budgets, expenditures, reports to SAFE Board	Staff	Memorandum, presentations	Caltrans State Highway Account, SB1, SAFE	07/01/22	06/30/23
3	Provide data on Bay Area traffic conditions	Staff	Reports and data feeds	Caltrans State Highway Account, SB1, SAFE	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

Same as above.

F. 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
- Promote efficient system management and operation
- Enhance travel and tourism

G. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice⁴⁰ in Transportation Planning
- Data in Transportation Planning

BAY AREA TOLL AUTHORITY (BATA)

Objectives

To manage the Bay Area Toll Authority (BATA) and associated responsibilities, including a cooperative agreement with Caltrans for its operation and maintenance of the state-owned Bay Area toll bridges; the planning, design and construction of improvements to those bridges; and preparation and adoption of a long-range plan. The planning activities are part of the BATA budget approved separately by BATA.

Major Tasks

- Project Management
- BATA Lane Operations and Toll Collection
- BATA Administration
- BATA Finance
- Regional Measure 2

Major Products to be delivered in FY 2022–2023

Estimated completion dates

Program Project Monitoring Report	Monthly
Annual Toll Bridge Report to the Legislature	Fall 2022
Audit of toll revenues and expenditures	Fall 2022

Not funded by CPG Grants

Work Element 1251: Project Management

Project Manager: Peter Lee

A. Project Description

Description

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

Ongoing tasks

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

B. Project Products

Products:

Annual Capital Budget

Toll Bridge Rehabilitation Projects

Work Element 1252: BATA Lane Operations and Toll Collection

Project Manager: Peter Lee

A. Project Description

In 2005, BATA completed the contract process for a new joint Regional Customer Service Center (RCSC) with the Golden Gate Bridge, Highway and Transportation District (GGBH&TD). A major software upgrade was completed in 2014 and the RCSC was relocated to MTC's new Bay Area Metro center in 2016. The RCSC currently processes transactions for BATA, GGBH&TD, the San Francisco Airport and regional Express Lanes including BAIFA's new Express Lane on I-880 northbound from Dixon Landing Road to Lewelling Boulevard and southbound from Hegenberger Road to Dixon Landing Road.

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

In response to the shelter-in-place order that began in March 2020 and to protect the traveling public and toll collectors, manual toll collection at the seven state-owned toll bridges was ceased and the RCSC was updated to support all electronic tolling. Since toll collectors are not present at the toll plazas, BATA no longer provides funding for manual toll collection previously provided by Caltrans staff.

Ongoing tasks:

- Administer contract for the operation of the Regional Customer Service Center

B. Project Products

Bay Area Toll Bridge Program FY 2021-22

Regular Maintenance of ATCAS Toll System

Toll Transaction Processing at the RCSC

Toll Tag Distribution

Work Element 1253: BATA Administration

Project Manager: Peter Lee

A. Project Description

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

Outgoing Tasks

- Toll bridge operations and administration
- Toll bridge maintenance
- Toll bridge rehabilitation and operational improvement projects
- Toll-funded transit programs
 - AB 664 Net Revenues (public transportation capital support)
 - 90% Regional Rail Reserves (public transportation capital support)
 - 2% Transit Transfers (public transportation capital and operating support)¹

Ongoing tasks:

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

B. Project Products

Financial planning and policy documents

¹ 2% Transit Transfer funds refer to a portion of Regional Measure 1 revenues dedicated to projects that reduce vehicular traffic congestion and improve bridge operations on any bridge, pursuant to SHC Section 30913(b).

Work Element 1254: BATA Finance

Project Manager: Arleicka Conley/ Raymond Woo

A. Project Description

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

Ongoing tasks:

Consolidation of the toll revenue, analysis and reporting

B. Project Products

Bay Area Toll Account investment reports

Annual Toll Bridge Report to the Legislature

Audit of toll revenues and expenditures

Financial Reports

BATA Audit

Work Element 1255: Regional Measure 2

Project Manager: Theresa Romell

A. Project Description

Description

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

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

In 2013, a Delivery Strategy program was undertaken to address RM2 capital projects that have experienced delivery challenges. Project sponsors submitted plans for delivering a usable segment, and through 2014 staff worked with the Commission to address these plans, which in some cases included shifting funds to other eligible projects through a public hearing process in May 2014. Monitoring of these projects will continue through FY22.

Ongoing tasks:

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

B. Project Products

Project and Program Allocations

Capital Program Progress Report to Commission:

<http://mtc.legistar.com/gateway.aspx?M=F&ID=26012750-efda-4078-b11a-9b1299b884df.pdf>

Operating Program Performance Review: <http://mtc.legistar.com/gateway.aspx?M=F&ID=7c6266c5-af4a-4a3f-b965-d29de5ea78fb.pdf>

Adoption of Annual Operating Program: <http://mtc.legistar.com/gateway.aspx?M=F&ID=2a497f2d-cbed-48ce-840a-928d03c4e117.pdf>

C. Previous Accomplishments and Links to Relevant Products

Project and Program Allocations

Capital Program Progress Report to Commission:

<http://mtc.legistar.com/gateway.aspx?M=F&ID=26012750-efda-4078-b11a-9b1299b884df.pdf>

Operating Program Performance Review: <http://mtc.legistar.com/gateway.aspx?M=F&ID=7c6266c5-af4a-4a3f-b965-d29de5ea78fb.pdf>

Adoption of Annual Operating Program: <http://mtc.legistar.com/gateway.aspx?M=F&ID=2a497f2d-cbed-48ce-840a-928d03c4e117.pdf>

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Prepare allocations and coordinate allocation materials	Staff	RM2 allocations	Bridge tolls	07/01/22	06/30/23
2	Prepare status reports on RM2 project delivery	Staff	Status Reports on RM2 Delivery	Bridge tolls	07/01/22	06/30/23
3	Prepare analyses on RM2 delivery and project performance	Staff	Reports and analyses on delivery/performance	Bridge tolls	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

Same as above.

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

G. Federal Planning Emphasis Areas (PEAs) Addressed

- Complete Streets
- Public Involvement

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

Objectives

To plan, fund, deliver and operate express lanes under the Metropolitan Transportation Commission's (MTC's) statutory authority, which was delegated to the Bay Area Infrastructure Financing Authority (BAIFA), a joint powers authority between MTC and the Bay Area Toll Authority (BATA). The California Transportation Commission has found MTC eligible to implement express lanes on portions of Ala/CC/Sol-80, Ala-880, CC-680, SR-92 and SR-84.

Express lanes will: improve mobility by providing travelers with another travel option; maximize the efficiency of existing and planned facilities; generate revenue to maintain and expand the express lane network, improving connectivity; and support transit and ridesharing by creating reliable travel corridors for bus riders and carpoolers.

Major Tasks

- Implement BAIFA's portion of the Regional Express Lanes Network
- Operate BAIFA's Express Lanes

Major Products to be delivered in FY 2022–2023	Estimated completion dates
Express Lane Program Report (delivery and operations)	Quarterly
BAIFA Toll Ordinance Amendment	Summer 2022
Ala-880 Express Lanes Means-Based Toll Discount Pilot Go-Live	End of 2022
US-101 Phase 2 Toll System Installation, Testing Go-Live	End of 2022

Not funded by CPG Grants

Work Element 6840: Implement the Regional Express Lanes Network

Project Manager: Stephen Wolf

A. Project Description

Plan Bay Area 2050, the region's most recent adopted long range transportation plan, includes a 600-mile network of express lanes (high occupancy toll lanes) to increase the time-competitiveness of carpooling and express bus when compared to single-occupancy vehicle travel, incentivizing a shift toward these more sustainable modes of travel. This network will also: improve mobility by providing travelers with another travel option; maximize the efficiency of existing and planned facilities; generate revenue to build and complete the express lane network, improving connectivity.

The objective of this work element is to deliver express lanes under MTC's statutory authority. MTC's 270-mile share of the network is being developed by converting 150 miles of existing HOV lanes to express lanes and building new segments to close gaps in the existing system on some 120 miles. The remaining 280 miles of the network are being built by other public agencies (although one has contracted with MTC to build its toll system). In 2011, the CTC found MTC eligible to implement express lanes on portions of Ala/CC/Sol-80, Ala-880, CC-680, SR-92 and SR-84. In 2013, MTC delegated its authority to implement and operate its express lanes to the Bay Area Infrastructure Financing Authority (BAIFA), a joint powers authority between MTC and the Bay Area Toll Authority (BATA). BAIFA coordinates with BATA, Caltrans, CHP and CTAs. BAIFA follows a rigorous project management process including ongoing schedule, risk and change management analysis to deliver quality projects as quickly and cost-effectively as possible. BAIFA reports program delivery progress to the public on a quarterly basis (see mtc.ca.gov/express-lanes).

Project development and construction of MTC's share of the network has been 100% locally funded.

B. Project Products

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

C. Previous Accomplishments and Links to Relevant Products

- Sol-80: secured full project funding with Caltrans and STA (November 2020)
- SM-101: SMCEL JPA agreement to build toll system executed (May & November 2019); Phase 1 toll system opened (February 2022)
- CC-680 North Segment Southbound: civil construction awarded (July 2018) and completed (August 2020); toll system opened (August 2021)
- Ala-880: civil construction awarded (July 2017) and completed (September 2020); toll system opened (October 2020)
- CC-680 Southern Segment: civil construction completed (May 2017); toll system opened (October 2017)
- Backhaul fiber optic communications installation: San Ramon to Martinez completed (June 2017);

Oakland to Milpitas completed (November 2019)

- Express Lanes Program Advisor: contract awarded (January 2018)
- Regional Operations Center: buildout completed (May 2017)
- Cooperative agreements/amendments to sponsor civil construction: CCTA for CC-680 North Segment Southbound (January 2016; September 2017); STA for Sol-80 (September 2015)
- Various cooperative agreements/amendments with Caltrans for CC-680 South and Ala-880

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Perform program management for BAIFA’s Express Lanes such as: <ul style="list-style-type: none"> • Organization and staffing analysis • Financial analysis • Schedule analysis • Risk analysis • Change management • Partner agency coordination • Contractor hiring and oversight 	Staff	<ul style="list-style-type: none"> • Technical memos and reports • Budgets • Schedules • Risk registers • Change control documents • Quarterly reports • Agreements • Procurements • Contracts 	BAIFA EL Funds	07/01/22	06/30/23
2	Perform public outreach and education for project delivery	Consultant	<ul style="list-style-type: none"> • Website • Research • Outreach plans • Materials • Media buys 	BAIFA EL Funds	07/02/22	06/30/23
3	Monitor partner agency progress on civil construction for Sol-80	Consultant	<ul style="list-style-type: none"> • Quarterly reports 	BAIFA EL Funds	07/01/22	06/30/23
4	Perform toll system installation and testing for Sol-80	Consultant	<ul style="list-style-type: none"> • Toll system improvements 	BAIFA EL Funds	10/01/22	06/30/23
5	Perform Phase 2 toll system installation and testing for SM-101	Consultant	<ul style="list-style-type: none"> • Toll system improvements 	BAIFA EL Funds	07/01/22	12/31/22
6	Coordinate with BATA (FasTrak) on toll system testing and future technology	Staff	<ul style="list-style-type: none"> • Technical memos and other materials 	BAIFA EL Funds	07/01/22	06/30/23

7	Pilot means-based toll discount on Ala-880, if approved by BAIFA (<i>see WE 1314 for pilot evaluation</i>)	Consultant	<ul style="list-style-type: none"> • Website • Application database • FasTrak system changes • Outreach materials 	BAIFA EL Funds	07/01/22	06/30/23
8	Coordinate with partner agencies on planning, design policy and public outreach for express lanes (ESC, PIWG, other meetings)	Staff	<ul style="list-style-type: none"> • Agendas and notes • Staff reports • Presentation materials 	BAIFA EL Funds	07/01/22	06/30/23
9	Prepare program delivery items for BAIFA policy board review and approval as needed	Staff	<ul style="list-style-type: none"> • Agendas and notes • Staff reports • Presentation materials 	BAIFA EL Funds	07/01/22	06/30/23
10	Attend and present on express lanes at meetings of transportation agencies, local jurisdictions and others as requested	Staff	<ul style="list-style-type: none"> • Staff reports • Presentation materials 	BAIFA EL Funds	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

- Continue coordination with partner agencies (Caltrans, CHP, CTAs) on project planning, development and implementation
- Continue civil and toll system project delivery
- Continue Ala-880 toll discount pilot

F. Federal Planning Factors Addressed

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

G. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice40 in Transportation Planning
- Data in Transportation Planning

Work Element 6860: Express Lanes — Operating

Project Manager: Stephen Wolf

A. Project Description

Plan Bay Area 2050, the region's most recent adopted long range transportation plan, includes a 600-mile network of express lanes (high occupancy toll lanes) to increase the time-competitiveness of carpooling and express bus when compared to single-occupancy vehicle travel, incentivizing a shift toward these more sustainable modes of travel. This network will also: improve mobility by providing travelers with another travel option; maximize the efficiency of existing and planned facilities; generate revenue to build and complete the express lane network, improving connectivity.

The objective of this work element is to operate express lanes under MTC's statutory authority. In 2011, the CTC found MTC eligible to operate express lanes on portions of Ala/CC/Sol-80, Ala-880, CC-680, SR-92 and SR-84. In 2013, MTC delegated its authority to operate its express lanes to the Bay Area Infrastructure Financing Authority (BAIFA), a joint powers authority between MTC and the Bay Area Toll Authority (BATA). BAIFA's toll policies are established in its Toll Facility Ordinance. BAIFA follows a rigorous performance management process to ensure its express lanes are safe, reliable and help mitigate congestion. BAIFA conducts on-going performance monitoring to make sure the lanes meet federal performance standards. At a minimum, BAIFA reports express lane performance data to the public on a quarterly basis (see mtc.ca.gov/express-lanes) and will publish Before/After Studies for each new lane.

In addition to operating its own express lanes, BAIFA has entered into agreements with the San Mateo County Express Lanes Joint Powers Authority (SMCEL JPA) to build and operate the toll system for the SM-101 express lanes. BAIFA has also entered into an agreement with the Alameda County Transportation Commission to perform certain operational functions for its Ala-580 and Ala-680 express lanes.

Operations is 100% locally funded.

B. Project Products

- Toll Facility Ordinance updates
- Standard operating procedures
- Public outreach and education materials
- Website updates (expresslanes.511.org)
- Performance reports
- BAIFA Committee memos, presentations, etc.
- Concept of Operations updates (as needed)

C. Previous Accomplishments and Links to Relevant Products

- Toll Facility Ordinance: adopted to toll CC-680 (July 2016); updated to toll Ala-880 (January 2020); updated to toll CC-680 extension (September 2020); updated policies (May 2022): <https://mtc.ca.gov/planning/transportation/driving-congestion-environment/mtc-express-lanes/express-lanes-policies>
- Public outreach campaigns to open new lanes
- Tolling initiated: CC-680 (September 2017); Ala-880 (October 2020); CC-680 extension (August

2021); SM-101 Phase 1 (February 2022)

- CHP traffic enforcement agreement amendments for CC-680 and Ala-880 (spring 2022)
- Caltrans express lanes operations and maintenance agreement (December 2018)
- SMCEL JPA agreement to operate SM-101 (May 2019)
- Alameda CTC agreement to manage Ala-580 and Ala-680 operations (October 2020)
- Ongoing operations and maintenance
- Website updates: <https://511.org/driving/express-lanes>

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Operate and maintain the Ala-880 and CC-680 (including extension) express lanes and toll system	Consultant	<ul style="list-style-type: none"> • Standard operating procedures • Maintenance logs • Monthly dashboards 	BAIFA EL Funds	07/01/22	06/30/23
2	Operate and maintain the SM-101 express lanes toll system	Consultant	<ul style="list-style-type: none"> • Standard operating procedures • Maintenance logs • Monthly dashboard • Agreement 	SMCEL JPA EL Funds	07/01/22	06/30/23
3	Manage operations of the Ala-580 and Ala-680 express lanes	Consultant	<ul style="list-style-type: none"> • Standard operating procedures • Agreement 	Alameda CTC EL Funds	07/01/22	06/30/23
4	Track and report on Ala-880 and CC-680 express lanes performance	Consultant	<ul style="list-style-type: none"> • Quarterly reports • Before/after studies 	BAIFA EL Funds	07/01/22	06/30/23
5	Perform public outreach and education to support express lanes operations	Consultant	<ul style="list-style-type: none"> • Website • Research • Outreach plans • Materials • Media buys 	BAIFA EL Funds	07/01/22	06/30/23
6	Coordinate with Caltrans and CHP on maintenance, incident management and enforcement	Staff	<ul style="list-style-type: none"> • Staff reports • Presentation materials • Meeting agendas and notes • Agreements 	BAIFA EL Funds	07/01/22	06/30/23

7	Coordinate with express lane operators on toll policy	Staff	<ul style="list-style-type: none"> • Staff reports • Presentation materials • Meeting agendas and notes • MOU 	BAIFA EL Funds	07/01/22	06/30/23
8	Prepare items for BAIFA policy board review and approval	Staff	<ul style="list-style-type: none"> • Staff reports • Presentation materials • Meeting agendas and notes 	BAIFA EL Funds	07/01/22	06/30/23
9	Attend and present on express lanes at meetings of transportation agencies, local jurisdictions and others as requested	Staff	<ul style="list-style-type: none"> • Staff reports • Presentation materials 	BAIFA EL Funds	07/01/22	06/30/23
10	Update BAIFA Toll Facility Ordinance as needed	Staff	<ul style="list-style-type: none"> • Public process materials • Amendments 	BAIFA EL Funds	07/01/22	06/30/23

E. Anticipated Future Activities (FY 2023-24)

- Operate express lanes, monitor performance and respond to issues in coordination with Caltrans and CHP, as needed
- Track and report on express lanes performance
- Perform public outreach to educate the public on how to use the lanes
- Coordinate traffic enforcement by CHP
- Coordinate toll policy per MOU
- Amend the Toll Facility Ordinance

F. Federal Planning Factors Addressed

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

G. Federal Planning Emphasis Areas (PEAs) Addressed

- Equity and Justice40 in Transportation Planning
- Data in Transportation Planning.

CLIPPER® PROGRAMS

Clipper® historically has used smart card technology to enable transit riders to pay their fares on participating transit operators. Clipper® is currently accepted for payment on AC Transit, BART, Caltrain, City Coach, County Connection, FAST, Golden Gate Transit and Ferry, Marin Transit, Muni, Petaluma Transit, SamTrans, San Francisco Bay Ferry, Santa Rosa CityBus, SMART, SolTrans, Sonoma County Transit, Tri Delta Transit, Union City Transit, Vine, VTA, WestCAT and Wheels. Clipper® customers can purchase and load value to their card in the form of cash value, which is deducted on a pay-per-ride basis and accepted by all participating agencies and passes that are valid for travel on specific transit systems.

Work Element 1221: Implement and Coordinate Clipper® Operations

Project Manager: Sebi Osa-Idehen

A. Project Description

The purpose of this work element is to improve fare collection operations for transit agencies and provide transit riders with convenient, secure and reloadable fare payment media that can be used on 22 Bay Area transit operators for the Next Generation Clipper System Project. For Next Generation Clipper to achieve the goal of providing a modern, consistent and seamless travel experience, the system must reflect the requirements and operations of all transit operators in the region.

B. Project Products

MTC, along with transit operators in the greater San Francisco Bay Area, is in the process of implementing the Next Generation Clipper® Fare Collection System (“Clipper”), an account-based regional fare collection system designed to replace the existing card-based system.

The new system is expected to be operational in 2023 and includes the development of a standardized application programming interface (API) to integrate with paratransit scheduling and dispatch systems. This interface will allow fares for a trip booked through a paratransit scheduling system to be paid from the customer’s Clipper account.

MTC is implementing, through a design-build-operate-maintain (DBOM) contract with Cubic Transportation Systems, Inc. (Cubic) three main systems:

1. Operator systems that encompass all front-end fare acceptance equipment and all back-end systems required to process Clipper® transactions;
2. Distribution systems that encompass all Clipper® card and value distribution locations, partnerships with employer transit benefit programs and partnerships with other agencies that provide transit value, i.e., universities and social services agencies; and
3. The Clipper® Service Bureau, which has four broad functions: data collection and reconciliation, financial settlement and reporting, customer service, and maintenance.

During Fiscal Year 2019-20, MTC launched Clipper® START, a means-based transit fare pilot that leverages Clipper® technology to provide discounted fares to eligible low-income transit riders. The program includes establishment of both a clearinghouse to ensure that funds collected are returned to transit operators where the card was used and a distribution network to ensure that all Bay Area transit riders have convenient access to the Clipper® cards and value.

Work Element 2780: Implement Next Generation Clipper® System

Project Manager: Sebi Osa-Idehen

A. Project Description

The purpose of this work element is to implement a new regional fare payment system that allows Bay Area transit riders to seamlessly transition from the current card-based Clipper® smart card system to an account-based payment system.

Ongoing tasks:

- Management of System Integrator Design-Build-Operate-Maintain (DBOM) contract
- Procurement of customer service center, payment gateway, and fare media contractors
- Design document review
- Test witnessing
- Developing plans to facilitate the transition to the next-generation Clipper® system
- Coordination with the Clipper Executive Board and transit operators to assist with program management and decision-making

B. Project Products

- Accelerated Deployment Package 1 – Frequent Actions List
- Accelerated Deployment Package 2 – New Retail and Fare Collection Equipment
- Accelerated Deployment Package 3 – Mobile App
- Account Based System Revenue Ready
- System Transition
- System Completion

MTC BUDGET SUMMARY

FY 2022–2023

FY 2022-23 Overall Work Program (OWP) Expense Estimates - Final

	Total Budget	Salaries, Benefits	Indirect	Other Operating	Consultants
Funded by the Consolidated Planning Grant (CPG)	122,016,832	15,431,498	7,715,749	-	98,869,584
1112 Implement Public Information Program and Tribal Government Coordination	6,155,702	3,303,135	1,651,567	-	1,201,000
1113 Support the Partnership Board	1,241,622	827,748	413,874	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	4,156,789	1,399,127	699,564	-	2,058,098
1122 Analyze Regional Data Using GIS and Planning Models	8,305,714	3,897,143	1,948,571	-	2,460,000
1125 Active Transportation Planning	871,944	220,255	110,127	-	541,562
1127 Regional Trails	3,523,622	787,238	393,619	-	2,342,765
1212 Performance Measurement and Monitoring	278,737	35,825	17,912	-	225,000
1413 Climate Initiatives	33,688,167	696,572	348,286	-	32,643,309
1511 Conduct Financial Analysis and Planning	463,050	308,700	154,350	-	-
1512 Federal Programming, Monitoring and TIP Management	2,579,857	1,719,905	859,952	-	-
1517 Transit Sustainability Planning	15,005,161	573,718	286,859	-	14,144,584
1520 BART Metro 2030 and Beyond	433,354	-	-	-	433,354
1521 Bay Area Regional Rail Partnerships: Project Delivery and Governance	345,474	26,418	13,209	-	305,848
1611 Regional Growth Framework Planning and Implementation	41,841,588	693,013	346,507	-	40,802,068
1614 Vehicle Miles Traveled - Reduction Planning for Priority Development Areas	499,262	38,177	19,088	-	441,997
1621 Network Management - Planning for Implementation	814,781	43,187	21,594	-	750,000
1622 Next-Generation Bay Area Freeways Study	1,812,007	861,338	430,669	-	520,000
Funded by Federal/State Grants and Local Sources	87,571,299	11,161,226	4,876,681	-	71,533,392
1120 Regional Conservation Investment Strategy	740,000	62,879	31,440	-	645,681
1128 Resilience and Hazards Planning	694,692	263,128	131,564	-	300,000
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	4,127,536	52,410	26,205	-	4,048,922
1223 Support Transportation Managements System Program	4,838,279	376,805	188,402	-	4,273,072
1224 Implement Regional Traveler Information Services	10,041,194	1,394,285	697,143	-	7,949,767
1233 Transportation Asset Management (TAM) Program	7,693,967	504,010	252,005	-	6,937,951
1234 Arterial and Transit Management	8,097,477	303,542	151,771	-	7,642,164
1235 Implement Incident Management Program	5,586,128	654,842	327,421	-	4,603,865
1237 Freeway Performance Program	22,898,750	1,621,783	106,959	-	21,170,009
1238 Technology-Based Operations and Mobility	3,956,555	777,037	388,518	-	2,791,000
1239 Regional Mobility Technology Program	3,564,641	489,837	244,919	-	2,829,885
1240 Clean Air Program	6,500,000	-	-	-	6,500,000
1310 Access and Mobility Planning and Programs	1,174,993	461,899	230,950	-	482,144
1314 Means-Based Toll Discount Pilot Evaluation	792,509	128,339	64,170	-	600,000
1515 State Programming, Monitoring and STIP Development	1,679,474	919,650	459,825	-	300,000
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	1,224,167	549,445	274,722	-	400,000
1615 Connecting Housing and Transportation	3,960,938	2,601,337	1,300,668	-	58,933
Funded by State and Local Sources	19,473,595	3,380,190	1,690,095	-	14,403,310
1114 Support Policy Advisory Council	136,376	90,917	45,459	-	-
1124 Regional Goods Movement	32,085	21,390	10,695	-	-
1131 Develop an Effective Legislative Program	864,216	576,144	288,072	-	-
1132 Advocate Legislative Programs	785,619	79,079	39,540	-	667,000
1156 Library Services	330,382	220,255	110,127	-	-
1311 Means Based Fare Program	4,000,000	-	-	-	4,000,000
1312 Support Title VI and Environmental Justice	178,071	68,714	34,357	-	75,000
1412 Transportation Conformity and Air Quality Planning	247,786	165,191	82,595	-	-
1514 Regional Assistance Programs and Project Reviews	1,548,825	649,217	324,608	-	575,000
1618 Affordable Mobility Pilot Program (CARB)	64,170	42,780	21,390	-	-
1620 Bay Area Housing Finance Authority (BAHFA)	11,286,066	1,466,504	733,252	-	9,086,310
Total Grant and Non Grant Funded	229,061,725	29,972,914	14,282,525	-	184,806,286
Agency Management and Administration	5,578,500	-	-	-	5,578,500
1150 Executive Office	500,000	-	-	-	500,000
1152 Financial Management	431,000	-	-	-	431,000
1153 Facilities and Contract Services	1,000,000	-	-	-	1,000,000
1158 Administration and Human Development	899,500	-	-	-	899,500
1161 Information Technology Services	2,748,000	-	-	-	2,748,000
Total Agency Management and Administration	5,578,500	-	-	-	5,578,500
TOTAL MTC BUDGET	234,640,225	29,972,914	14,282,525	-	190,384,786
Highway and Arterial System Management (SAFE)	485,462	-	485,462	-	-
Bay Area Toll Authority (BATA)	9,042,875	-	9,042,875	-	-
Bay Area Infrastructure Financing Authority (BAIFA)	1,395,674	-	1,395,674	-	-
Total Not Federally Funded	10,924,011	-	10,924,011	-	-
Total Expenses for OWP Purposes	245,564,236	29,972,914	25,206,535	-	190,384,786

FY 2022-23 Overall Work Program (OWP) Revenue Estimates - Final

	TOTAL REVENUE BUDGET	(1) FHWA PL FY 22-23 Fund Sc# 1109	(2) FHWA PL FY 21-22 (C/O) Fund Sc# 1109	(3) FTA 5303 FY 22-23 Fund Sc# 1602	(4) FTA 5303 FY 21-22 (C/O) Fund Sc# 1602	FHWA SP&R FY 21-22 (C/O) Fund Sc# 1306	FTA 5304 FY 20-21 (C/O) Fund Sc# 1603	FTA 5304 FY 19-20 (C/O) Fund Sc# 1638	FTA 5304 FY 21-22 (C/O) Fund Sc# 1604	RMRA SB 1 Sustainable Communities Formula FY 22-23 Fund Sc# TBD	RMRA SB 1 Sustainable Communities Formula FY 21-22 (C/O) Fund Sc# 2221	RMRA SB 1 Sustainable Communities Formula FY 20-21 C/O Fund Sc# 2219	SHA Sustainable Communities FY 20-21 (C/O) Fund Sc# 2220	FHWA Fed Work Zone Data Exch (FWZD)	JARC	FEMA	2% Transit Transfer	5% Transit Transfer
Funded by the Consolidated Planning Grant (CPG)	122,016,832	9,713,542	2,010,295	3,628,612	1,469,043	500,000	305,848	364,587	500,000	2,106,140	1,575,952	251,560	441,997	-	-	-	887,049	52,410
1112 Implement Public Information Program and Tribal Government Coordination	6,155,702	3,070,314	-	1,105,176	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1113 Support the Partnership Board	1,241,622	371,248	-	104,820	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	4,156,789	789,030	-	738,868	-	-	-	-	-	404,010	1,240,738	251,560	-	-	-	-	-	-
1122 Analyze Regional Data Using GIS and Planning Models	8,305,714	2,898,966	1,794,676	321,258	314,459	-	-	-	-	-	-	-	-	-	-	-	-	-
1125 Active Transportation Planning	871,944	330,382	41,562	500,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1127 Regional Trails	3,523,622	485,677	-	-	-	-	-	-	-	-	-	-	-	-	-	-	512,049	52,410
1212 Performance Measurement and Monitoring	278,737	26,205	-	27,532	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1413 Climate Initiatives	33,688,167	-	-	-	-	-	-	-	-	926,702	-	-	-	-	-	-	-	-
1511 Conduct Financial Analysis and Planning	463,050	194,271	-	37,140	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1512 Federal Programming, Monitoring and TIP Management	2,579,857	973,117	-	204,662	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1517 Transit Sustainability Planning	15,005,161	157,230	96,254	589,157	1,154,584	-	-	-	-	-	-	-	-	-	-	-	375,000	-
1520 BART Metro 2030 and Beyond	433,354	-	-	-	-	-	364,587	-	-	-	-	-	-	-	-	-	-	-
1521 Bay Area Regional Rail Partnerships: Project Delivery and Governance	345,474	-	-	-	-	-	305,848	-	-	-	-	-	-	-	-	-	-	-
1611 Regional Growth Framework Planning and Implementation	41,841,588	-	-	-	-	-	-	-	-	775,429	335,214	-	-	-	-	-	-	-
1614 Vehicle Miles Traveled - Reduction Planning for Priority Development Areas	499,262	-	-	-	-	-	-	-	-	-	-	-	441,997	-	-	-	-	-
1621 Network Management - Planning for Implementation	814,781	-	-	-	-	-	-	500,000	-	-	-	-	-	-	-	-	-	-
1622 Next-Generation Bay Area Freeways Study	1,812,007	417,102	77,803	-	-	500,000	-	-	-	-	-	-	-	-	-	-	-	-
Funded by Federal/State Grants and Local Sources	87,571,299	-	-	-	-	-	-	-	-	-	-	-	-	183,731	32,144	19,732	-	-
1120 Regional Conservation Investment Strategy	740,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1128 Resilience and Hazards Planning	694,692	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19,732	-	-
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	4,127,536	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1223 Support Transportation Managements System Program	4,838,279	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1224 Implement Regional Traveler Information Services	10,041,194	-	-	-	-	-	-	-	-	-	-	-	-	183,731	-	-	-	-
1233 Transportation Asset Management (TAM) Program	7,693,967	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1234 Arterial and Transit Management	8,097,477	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1235 Implement Incident Management Program	5,586,128	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1237 Freeway Performance Program	22,898,750	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1238 Technology-Based Operations and Mobility	3,956,555	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1239 Regional Mobility Technology Program	3,564,641	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1240 Clean Air Program	6,500,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1310 Access and Mobility Planning and Programs	1,174,993	-	-	-	-	-	-	-	-	-	-	-	-	-	32,144	-	-	-
1314 Means-Based Toll Discount Pilot Evaluation	792,509	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1515 State Programming, Monitoring and STIP Development	1,679,474	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	1,224,167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1615 Connecting Housing and Transportation	3,960,938	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Funded by State and Local Sources	19,473,595	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1114 Support Policy Advisory Council	136,376	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1124 Regional Goods Movement	32,085	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	864,216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	785,619	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1156 Library Services	330,382	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	4,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1312 Support Title VI and Environmental Justice	178,071	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1412 Transportation Conformity and Air Quality Planning	247,786	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	1,548,825	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1618 Affordable Mobility Pilot Program (CARB)	64,170	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1620 Bay Area Housing Finance Authority (BAHFA)	11,286,066	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Grant and Non Grant Funded	229,061,725	9,713,542	2,010,295	3,628,612	1,469,043	500,000	305,848	364,587	500,000	2,106,140	1,575,952	251,560	441,997	183,731	32,144	19,732	887,049	52,410
Agency Management and Administration	5,578,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1150 Executive Office	500,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1152 Financial Management	431,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1153 Facilities and Contract Services	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1158 Administration and Human Development	899,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1161 Information Technology Services	2,748,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL MTC BUDGET	234,640,225	9,713,542	2,010,295	3,628,612	1,469,043	500,000	305,848	364,587	500,000	2,106,140	1,575,952	251,560	441,997	183,731	32,144	19,732	887,049	52,410
Highway and Arterial System Management (SAFE)	485,462	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bay Area Toll Authority (BATA)	9,042,875	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bay Area Infrastructure Financing Authority (BAIFA)	1,395,674	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Not Federally Funded	10,924,011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue for OWP Purposes	245,564,236	9,713,542	2,010,295	3,628,612	1,469,043	500,000	305,848	364,587	500,000	2,106,140	1,575,952	251,560	441,997	183,731	32,144	19,732	887,049	52,410

(1): FHWA PL T.C. Match \$1,114,143
(2): FHWA PL T.C. Match C/O \$230,581
(3): FTA 5303 PL T.C. Match \$416,202
(4): FTA 5303 PL T.C. Match C/O \$168,499
Total \$1,929,425

**FY 2022-23 Overall Work Program (OWP) Revenue
Estimates - Final**

	TOTAL REVENUE BUDGET	ABAG	BAAQMD	BAIFA	BART	BATA Marketing	BATA Reimbursement	Bay Trail Nonprofit	BCDC	CA Dept Of Conservation	Clean California Enhancement Proposal (New)	CMAQ	Coastal Conservancy	EPA	Exchange Funds	General Fund	HCD	LCTOP
Funded by the Consolidated Planning Grant (CPG)	122,016,832	-	-	224,593	68,767	585,000	337,500	160,000	-	250,000	-	1,141,401	1,892,765	-	-	9,901,326	-	-
1112 Implement Public Information Program and Tribal Government Coordination	6,155,702	-	-	-	-	470,000	337,500	-	-	-	-	-	-	-	-	1,172,712	-	-
1113 Support the Partnership Board	1,241,622	-	-	-	-	-	-	-	-	-	-	-	-	-	-	765,554	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	4,156,789	-	-	-	-	-	-	-	-	-	-	-	-	-	-	732,583	-	-
1122 Analyze Regional Data Using GIS and Planning Models	8,305,714	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,976,354	-	-
1125 Active Transportation Planning	871,944	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1127 Regional Trails	3,523,622	-	-	-	-	-	-	160,000	-	-	-	-	1,892,765	-	-	420,720	-	-
1212 Performance Measurement and Monitoring	278,737	-	-	-	-	-	-	-	-	-	-	-	-	-	-	225,000	-	-
1413 Climate Initiatives	33,688,167	-	-	-	-	-	-	-	-	-	-	1,141,401	-	-	-	120,064	-	-
1511 Conduct Financial Analysis and Planning	463,050	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95,265	-	-
1512 Federal Programming, Monitoring and TIP Management	2,579,857	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,402,078	-	-
1517 Transit Sustainability Planning	15,005,161	-	-	-	-	115,000	-	-	-	-	-	-	-	-	-	1,017,936	-	-
1520 BART Metro 2030 and Beyond	433,354	-	-	-	68,767	-	-	-	-	-	-	-	-	-	-	-	-	-
1521 Bay Area Regional Rail Partnerships: Project Delivery and Governance	345,474	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39,626
1611 Regional Growth Framework Planning and Implementation	41,841,588	-	-	-	-	-	-	-	-	250,000	-	-	-	-	-	218,877	-	-
1614 Vehicle Miles Traveled - Reduction Planning for Priority Development Areas	499,262	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57,265	-	-
1621 Network Management - Planning for Implementation	814,781	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64,781	-	-
1622 Next-Generation Bay Area Freeways Study	1,812,007	-	-	224,593	-	-	-	-	-	-	-	-	-	-	-	592,509	-	-
Funded by Federal/State Grants and Local Sources	87,571,299	188,872	440,207	-	-	655,000	600,000	-	188,872	-	9,500,000	12,334,625	-	58,933	2,187,500	5,824,684	-	-
1120 Regional Conservation Investment Strategy	740,000	-	-	-	-	-	100,000	-	-	-	-	-	-	-	-	-	-	-
1128 Resilience and Hazards Planning	694,692	-	-	-	-	-	-	-	-	-	-	-	-	-	-	674,960	-	-
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	4,127,536	-	-	-	-	-	-	-	-	-	-	4,020,512	-	-	-	78,615	-	-
1223 Support Transportation Managements System Program	4,838,279	-	-	-	-	-	-	-	-	-	-	437,469	-	-	-	-	-	-
1224 Implement Regional Traveler Information Services	10,041,194	-	-	-	-	155,000	-	-	-	-	-	-	-	-	-	385,017	-	-
1233 Transportation Asset Management (TAM) Program	7,693,967	-	-	-	-	-	-	-	-	-	-	-	-	-	-	816,016	-	-
1234 Arterial and Transit Management	8,097,477	-	-	-	-	-	-	-	-	-	-	3,220,370	-	-	-	340,777	-	-
1235 Implement Incident Management Program	5,586,128	-	-	-	-	-	-	-	-	-	-	4,656,275	-	-	-	-	-	-
1237 Freeway Performance Program	22,898,750	-	-	-	-	-	-	-	-	-	3,000,000	-	-	-	1,121,500	-	-	-
1238 Technology-Based Operations and Mobility	3,956,555	-	-	-	-	-	-	-	-	-	-	-	-	-	1,066,000	-	-	-
1239 Regional Mobility Technology Program	3,564,641	-	-	-	-	500,000	500,000	-	-	-	-	-	-	-	-	349,738	-	-
1240 Clean Air Program	6,500,000	-	-	-	-	-	-	-	-	-	6,500,000	-	-	-	-	-	-	-
1310 Access and Mobility Planning and Programs	1,174,993	-	-	-	-	-	-	-	-	-	-	-	-	-	-	692,849	-	-
1314 Means-Based Toll Discount Pilot Evaluation	792,509	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1515 State Programming, Monitoring and STIP Development	1,679,474	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,379,474	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	1,224,167	188,872	440,207	-	-	-	-	-	188,872	-	-	-	-	-	-	406,217	-	-
1615 Connecting Housing and Transportation	3,960,938	-	-	-	-	-	-	-	-	-	-	-	-	58,933	-	701,021	-	-
Funded by State and Local Sources	19,473,595	-	-	-	-	-	50,000	-	-	-	-	-	-	-	-	3,599,778	11,286,066	1,000,000
1114 Support Policy Advisory Council	136,376	-	-	-	-	-	-	-	-	-	-	-	-	-	-	136,376	-	-
1124 Regional Goods Movement	32,085	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32,085	-	-
1131 Develop an Effective Legislative Program	864,216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	864,216	-	-
1132 Advocate Legislative Programs	785,619	-	-	-	-	-	50,000	-	-	-	-	-	-	-	-	685,619	-	-
1156 Library Services	330,382	-	-	-	-	-	-	-	-	-	-	-	-	-	-	330,382	-	-
1311 Means Based Fare Program	4,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000,000
1312 Support Title VI and Environmental Justice	178,071	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178,071	-	-
1412 Transportation Conformity and Air Quality Planning	247,786	-	-	-	-	-	-	-	-	-	-	-	-	-	-	247,786	-	-
1514 Regional Assistance Programs and Project Reviews	1,548,825	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,061,074	-	-
1618 Affordable Mobility Pilot Program (CARB)	64,170	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64,170	-	-
1620 Bay Area Housing Finance Authority (BAHFA)	11,286,066	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11,286,066	-
Total Grant and Non Grant Funded	229,061,725	188,872	440,207	224,593	68,767	1,240,000	987,500	160,000	188,872	250,000	9,500,000	13,476,026	1,892,765	58,933	2,187,500	19,325,788	11,286,066	1,000,000
Agency Management and Administration	5,578,500	-	-	-	-	50,000	718,500	-	-	-	-	-	-	-	-	4,720,000	-	-
1150 Executive Office	500,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	500,000	-	-
1152 Financial Management	431,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	431,000	-	-
1153 Facilities and Contract Services	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000,000	-	-
1158 Administration and Human Development	899,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	899,500	-	-
1161 Information Technology Services	2,748,000	-	-	-	-	50,000	718,500	-	-	-	-	-	-	-	-	1,889,500	-	-
TOTAL MTC BUDGET	234,640,225	188,872	440,207	224,593	68,767	1,290,000	1,706,000	160,000	188,872	250,000	9,500,000	13,476,026	1,892,765	58,933	2,187,500	24,045,788	11,286,066	1,000,000
Highway and Arterial System Management (SAFE)	485,462	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bay Area Toll Authority (BATA)	9,042,875	-	-	-	-	-	9,042,875	-	-	-	-	-	-	-	-	-	-	-
Bay Area Infrastructure Financing Authority (BAIFA)	1,395,674	-	-	1,395,674	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Not Federally Funded	10,924,011	-	-	1,395,674	-	-	9,042,875	-	-	-	-	-	-	-	-	-	-	-
Total Revenue for OWP Purposes	245,564,236	188,872	440,207	1,620,267	68,767	1,290,000	10,748,875	160,000	188,872	250,000	9,500,000	13,476,026	1,892,765	58,933	2,187,500	24,045,788	11,286,066	1,000,000

(1): FHWA PL T.C. Match \$1,114,143
(2): FHWA PL T.C. Match C/O \$230,581
(3): FTA 5303 PL T.C. Match \$416,202
(4): FTA 5303 PL T.C. Match C/O \$168,499
Total \$1,929,425

**FY 2022-23 Overall Work Program (OWP) Revenue
Estimates - Final**

	TOTAL REVENUE BUDGET	PMP	HCD (REAP)	RM2 Capital	SAFE	SAFE - Funds Advanced	SSARPL	STA (new)	State of California (Prop 68)	STBG	STBG (OBAG 3) (New)	TFCA	FHWA PL and FTA 5303 Toll Credit
Funded by the Consolidated Planning Grant (CPG)	122,016,832	-	-	1,750,000	-	-	-	9,386,376	-	41,012,068	31,500,000	-	1,929,425
1112 Implement Public Information Program and Tribal Government Coordination	6,155,702	-	-	-	-	-	-	-	-	-	-	-	478,929
1113 Support the Partnership Board	1,241,622	-	-	-	-	-	-	-	-	-	-	-	54,605
1121 Regional Transportation Plan/Sustainable Communities Strategy	4,156,789	-	-	-	-	-	-	-	-	-	-	-	175,250
1122 Analyze Regional Data Using GIS and Planning Models	8,305,714	-	-	-	-	-	-	-	-	-	-	-	611,278
1125 Active Transportation Planning	871,944	-	-	-	-	-	-	-	-	-	-	-	100,012
1127 Regional Trails	3,523,622	-	-	-	-	-	-	-	-	-	-	-	55,707
1212 Performance Measurement and Monitoring	278,737	-	-	-	-	-	-	-	-	-	-	-	6,164
1413 Climate Initiatives	33,688,167	-	-	-	-	-	-	-	-	31,500,000	-	-	-
1511 Conduct Financial Analysis and Planning	463,050	-	-	-	-	-	-	136,376	-	-	-	-	26,543
1512 Federal Programming, Monitoring and TIP Management	2,579,857	-	-	-	-	-	-	-	-	-	-	-	135,091
1517 Transit Sustainability Planning	15,005,161	-	-	1,500,000	-	-	-	9,250,000	-	750,000	-	-	229,082
1520 BART Metro 2030 and Beyond	433,354	-	-	-	-	-	-	-	-	-	-	-	-
1521 Bay Area Regional Rail Partnerships: Project Delivery and Governance	345,474	-	-	-	-	-	-	-	-	-	-	-	-
1611 Regional Growth Framework Planning and Implementation	41,841,588	-	-	-	-	-	-	-	-	40,262,068	-	-	-
1614 Vehicle Miles Traveled - Reduction Planning for Priority Development Areas	499,262	-	-	-	-	-	-	-	-	-	-	-	-
1621 Network Management - Planning for Implementation	814,781	-	-	250,000	-	-	-	-	-	-	-	-	-
1622 Next-Generation Bay Area Freeways Study	1,812,007	-	-	-	-	-	-	-	-	-	-	-	56,766
Funded by Federal/State Grants and Local Sources	87,571,299	1,500,000	3,200,984	388,347	-	50,000	414,894	949,869	640,000	45,184,496	3,000,000	28,410	-
1120 Regional Conservation Investment Strategy	740,000	-	-	-	-	-	-	-	640,000	-	-	-	-
1128 Resilience and Hazards Planning	694,692	-	-	-	-	-	-	-	-	-	-	-	-
1222 Regional Carpool/Vanpool Program and Commuter Benefits Program	4,127,536	-	-	-	-	-	-	-	-	-	-	28,410	-
1223 Support Transportation Managements System Program	4,838,279	-	-	-	-	-	-	-	-	4,400,810	-	-	-
1224 Implement Regional Traveler Information Services	10,041,194	-	-	-	-	-	-	200,000	-	9,117,446	-	-	-
1233 Transportation Asset Management (TAM) Program	7,693,967	1,500,000	-	-	-	-	414,894	-	-	2,463,057	2,500,000	-	-
1234 Arterial and Transit Management	8,097,477	-	-	-	-	-	-	-	-	4,536,330	-	-	-
1235 Implement Incident Management Program	5,586,128	-	-	-	-	-	-	-	-	929,853	-	-	-
1237 Freeway Performance Program	22,898,750	-	-	-	-	25,000	-	78,615	-	18,673,635	-	-	-
1238 Technology-Based Operations and Mobility	3,956,555	-	-	-	-	-	-	-	-	2,890,555	-	-	-
1239 Regional Mobility Technology Program	3,564,641	-	-	388,347	-	25,000	-	421,254	-	1,380,301	-	-	-
1240 Clean Air Program	6,500,000	-	-	-	-	-	-	-	-	-	-	-	-
1310 Access and Mobility Planning and Programs	1,174,993	-	-	-	-	-	-	250,000	-	-	200,000	-	-
1314 Means-Based Toll Discount Pilot Evaluation	792,509	-	-	-	-	-	-	-	-	792,509	-	-	-
1515 State Programming, Monitoring and STIP Development	1,679,474	-	-	-	-	-	-	-	-	-	300,000	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	1,224,167	-	-	-	-	-	-	-	-	-	-	-	-
1615 Connecting Housing and Transportation	3,960,938	-	3,200,984	-	-	-	-	-	-	-	-	-	-
Funded by State and Local Sources	19,473,595	-	-	-	50,000	-	-	3,487,751	-	-	-	-	-
1114 Support Policy Advisory Council	136,376	-	-	-	-	-	-	-	-	-	-	-	-
1124 Regional Goods Movement	32,085	-	-	-	-	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	864,216	-	-	-	-	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	785,619	-	-	-	50,000	-	-	-	-	-	-	-	-
1156 Library Services	330,382	-	-	-	-	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	4,000,000	-	-	-	-	-	-	3,000,000	-	-	-	-	-
1312 Support Title VI and Environmental Justice	178,071	-	-	-	-	-	-	-	-	-	-	-	-
1412 Transportation Conformity and Air Quality Planning	247,786	-	-	-	-	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	1,548,825	-	-	-	-	-	-	487,751	-	-	-	-	-
1618 Affordable Mobility Pilot Program (CARB)	64,170	-	-	-	-	-	-	-	-	-	-	-	-
1620 Bay Area Housing Finance Authority (BAHFA)	11,286,066	-	-	-	-	-	-	-	-	-	-	-	-
Total Grant and Non Grant Funded	229,061,725	1,500,000	3,200,984	2,138,347	50,000	50,000	414,894	13,823,996	640,000	86,196,564	34,500,000	28,410	1,929,425
Agency Management and Administration	5,578,500	-	-	-	65,000	-	-	25,000	-	-	-	-	-
1150 Executive Office	500,000	-	-	-	-	-	-	-	-	-	-	-	-
1152 Financial Management	431,000	-	-	-	-	-	-	-	-	-	-	-	-
1153 Facilities and Contract Services	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-
1158 Administration and Human Development	899,500	-	-	-	-	-	-	-	-	-	-	-	-
1161 Information Technology Services	2,748,000	-	-	-	65,000	-	-	25,000	-	-	-	-	-
TOTAL MTC BUDGET	234,640,225	1,500,000	3,200,984	2,138,347	115,000	50,000	414,894	13,848,996	640,000	86,196,564	34,500,000	28,410	1,929,425
Highway and Arterial System Management (SAFE)	485,462	-	-	-	485,462	-	-	-	-	-	-	-	-
Bay Area Toll Authority (BATA)	9,042,875	-	-	-	-	-	-	-	-	-	-	-	-
Bay Area Infrastructure Financing Authority (BAIFA)	1,395,674	-	-	-	-	-	-	-	-	-	-	-	-
Total Not Federally Funded	10,924,011	-	-	-	485,462	-	-	-	-	-	-	-	-
Total Revenue for OWP Purposes	245,564,236	1,500,000	3,200,984	2,138,347	600,462	50,000	414,894	13,848,996	640,000	86,196,564	34,500,000	28,410	1,929,425

(1): FHWA PL T.C. Match \$1,114,143
(2): FHWA PL T.C. Match C/O \$230,581
(3): FTA 5303 PL T.C. Match \$416,202
(4): FTA 5303 PL T.C. Match C/O \$168,499
Total \$1,929,425

APPENDIX A – STATE AND FEDERALLY FUNDED COMPETITIVE GRANT PROJECTS

Caltrans Sustainable Transportation Planning Grant Program

FY 2019/2020 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2022 (RGAs), except where noted

- **Bicycle Superhighway Phase 1 Central Bikeway Feasibility Study** (\$8000,000)
Applicant: Santa Clara Valley Transportation Authority
Description: The Central Bikeway Feasibility Study and Alternatives Analysis will identify a preferred alternative for a continuous, 10-mile, low-stress bicycle superhighway that follows the El Camino (State Route 82)/Central Expressway/Caltrain corridor and connects residents and workers to the Berryessa BART station in East San Jose. The corridor is one of a dozen candidates for bicycle superhighways identified in the Santa Clara Valley Transportation Authority's (VTA) Countywide Bicycle Plan and serves disadvantaged communities. It provides much needed east-west access across State Route 87, Highway 101, Interstate 880, connects three popular bicycle paths, and provides access to Caltrain, VTA Light Rail and BART. VTA will lead the study, with the City of Santa Clara, San Jose, Santa Clara County, and Caltrans included as stakeholders. VTA will lead community-based outreach to identify a preferred design. The final deliverable is a plan that includes a summary of community and agency goals, conceptual design drawings for each segment of the corridor, and an implementation strategy.
- **San Jose Emerging Mobility Action Plan** (\$602,004)
Applicant: City of San Jose
Description: The City of San Jose's Emerging Mobility Action Plan will utilize an equity framework to leverage emerging mobility—electric vehicles, automated vehicles, and shared mobility services—to create a sustainable transportation system that serves all. Via an inclusive community engagement process that includes partnerships with community-based organizations, the City will develop an action plan that specifies the policies, programs and pilots it will pursue and the steps it will take to implement them. The action plan is part of a larger effort by the City to realize the mode shift and vehicle miles traveled reduction goals articulated in its 2040 Envision San Jose General Plan and greenhouse gas reduction goals in its Paris Accord-aligned Climate Smart plan. The plan aligns with the goals of the City, county, regional, and state 2040 transportation plans: to reduce greenhouse gas emissions, ensure social equity, encourage non-auto modes of travel, focus future growth, and promote economic vitality.
- **Pruneridge Complete Streets Plan** (\$351,077)
Applicant: City of Santa Clara

Description: The Pruneridge Avenue Complete Streets Plan will identify bicycle, pedestrian and associated streetscape improvements to transform Pruneridge into a safe and active transportation-friendly corridor to address the 177 collisions along this segment within the last 12 years and to provide safer routes to school and a regional park. The Plan will guide the City as to the most appropriate conceptual design that after implementation will encourage more trips by active transportation modes and foster a healthier community in return. Various stakeholders will be involved in creating the plan such as public health advocates, school representatives, residents and community business leaders. Both residents residing in and outside of disadvantaged communities will benefit from this project as this roadway provides access to schools, parks, and major employment destinations within the city and adjacent communities. Deliverables include existing conditions, parking study, concept alternatives, analysis of alternatives, and draft and final Complete Streets Plan.

- **City of San Pablo Bicycle and Pedestrian Corridors Study** (\$295,000)

Applicant: City of San Pablo

Description: The City of San Pablo Bicycle and Pedestrian Corridors Study will analyze 6.03 miles of key transportation corridors—8 potential bikeway segments and 2 potential shared-use paths—to produce a concept design, alternative options, feasibility analysis, and construction estimates. These segments were identified for future study in San Pablo's 2017 Bicycle and Pedestrian Master Plan because they close bikeway gaps on busy corridors and involve significant traffic, parking, utility and/or geotechnical constraints. The study will contract a consultant to conduct parking and operational studies, provide design services, and facilitate bilingual community engagement, with a focus on community-based organizations that represent vulnerable populations (e.g. First 5, Bike East Bay). Starting in early 2022, the City will use the project deliverables to seek grant funding to implement the community-selected designs, in support of the Metropolitan Transportation Commission and Contra Costa County's efforts to encourage mode-shift toward bicycling and walking.

- **Marin County US 101 Bus on Shoulder Feasibility Study** (\$308,000)

Applicant: Transportation Authority of Marin

Description: This study will provide a feasibility assessment for part-time bus operations on the shoulder of U.S. 101 in Marin County. Bus on Shoulder is a proven concept to improve transit reliability and speed according to recent Federal Highway Administration guidance, and the study will be used to assess feasibility of a pilot project on U.S. 101 in Marin County as part of a system of enhancements planned for the corridor. The study will identify the

proposed location of bus on shoulder facilities in the county, preferred operational concept, and quantify potential user benefits and improvement costs. The Transportation Authority for Marin (TAM) intends to gather stakeholder agencies, including transit operators Marin Transit and Golden Gate Bridge, Highway and Transit District, California Highway Patrol, the Metropolitan Transportation Commission, the Local Jurisdictions of San Rafael, Novato and the County of Marin, and Caltrans to inform this study and conduct public outreach to assess the potential for a pilot program in Marin County. Based on the outcome of this study, TAM and partner agencies will lead implementation and development of work supporting local and regional transit services in this corridor.

- **East Contra Costa County Integrated Transit Study** (\$755,000)

Applicant: Contra Costa Transportation Authority

Description: This study will provide a feasibility assessment for part-time bus operations on the shoulder of U.S. 101 in Marin County. Bus on Shoulder is a proven concept to improve transit reliability and speed according to recent Federal Highway Administration guidance, and the study will be used to assess feasibility of a pilot project on U.S. 101 in Marin County as part of a system of enhancements planned for the corridor. The study will identify the proposed location of bus on shoulder facilities in the county, preferred operational concept, and quantify potential user benefits and improvement costs. The Transportation Authority for Marin (TAM) intends to gather stakeholder agencies, including transit operators Marin Transit and Golden Gate Bridge, Highway and Transit District, California Highway Patrol, the Metropolitan Transportation Commission, the Local Jurisdictions of San Rafael, Novato and the County of Marin, and Caltrans to inform this study and conduct public outreach to assess the potential for a pilot program in Marin County. Based on the outcome of this study, TAM and partner agencies will lead implementation and development of work supporting local and regional transit services in this corridor.

- **Hyde Street Safety Project** (\$300,000)

Applicant: San Francisco Municipal Transportation Agency

Description: Project will identify pedestrian safety improvements to transform a dangerous, one-way roadway into a neighborhood complete street. Hyde Street is one of San Francisco's High Injury streets, the 13 percent of streets representing 75 percent of all traffic injuries and deaths and is in the City's most at-risk neighborhood. This planning project will promote neighborhood quality of life, public health, and economic development through a community-driven, collaborative planning effort. The major outcome will be a clear vision for reduced severe traffic injuries and fatalities on Hyde. The

deliverables will include robust community engagement through senior, youth, and neighborhood accessible forums in partnership with community-based organizations and partner agencies. Community supported designs will be completed for quick local approvals, final design, and implementation. This project is responsive to State goals of integrating public health outcomes to transportation and the development of a complete street project through mode shift.

- **City of Oakland Zero Emission Vehicle Plan** (\$440,000)

Applicant: City of Oakland

Description: Oakland's Zero Emission Vehicle Action Plan will provide a blueprint for transitioning to an equitable, multi-modal, zero-emission transportation system. The Plan will detail how Oakland will meet its share of statewide and regional goals for Zero Emission Vehicles (ZEVs), charging stations, and vehicle greenhouse gas emissions. This plan will set both a long-term vision and a short-term implementation strategy. Through extensive community and stakeholder engagement, the Plan will set ZEV goals and objectives, establish timelines to meet those goals, and recommend changes to city policies, codes, and incentives. The Plan will also identify sites and funding for curb-side chargers, analyze energy grid impacts, and study decarbonizing public and private vehicle fleets. To ensure that all Oaklanders benefit from these investments, the plan will prioritize investments in disadvantaged communities, identify and reduce barriers to adoption and help connect Oaklanders with jobs and contracting opportunities in clean transportation.

- **Presidio Bus Yard Planning Study** (\$490,160)

Applicant: San Francisco Municipal Transportation Agency

Description: Built in 1912, Presidio Yard stores and maintains 140 trolley coaches. The "2017 San Francisco Municipal Transportation Agency (SFMTA) Facilities Framework" concluded that Presidio Yard must be entirely rebuilt to address operating inefficiencies, seismic considerations, and space needs of an evolving fleet. The study will plan for the Yard's reconstruction in a holistic, community-informed fashion. Deliverables include: 1. Conceptual plan and program for a modern bus maintenance and storage facility; 2. Land use scenarios above or adjacent to the Yard; 3. A menu of projects to eliminate traffic-related injuries along adjacent corridors and make the adjacent corridors more pedestrian- and bike-friendly; 4. A robust community outreach program; 5. Recommendations for moving from planning to implementation, including risk management and finance strategies. Principal parties include the SFMTA, community stakeholders, and City government. This study would build upon the Facilities Framework, SFMTA's Vision Zero strategy, the Geary

Rapid Project environmental documents, and Plan Bay Area 2040 (the regional Sustainable Communities Strategy).

- **Windsor Old Redwood Highway Corridor Enhancement Plan** (\$300,000)
Applicant: City of Windsor
Description: The proposed plan will identify necessary transportation improvements to revitalize a 3.6-mile corridor of Old Redwood Highway (ORH) from Arata Lane to Shiloh Road. As its name implies, the "Old" highway predates the Town of Windsor's incorporation and was the first paved road in the area (1915). Now, ORH functions as a multi-lane arterial with average daily traffic of 28,100 at the U.S. 101 Freeway interchange. Some segments of the roadway have infrastructure gaps and a lack of pedestrian and bicycle facilities that present challenges for access, multi-modal mobility, and commerce. A qualified consultant will lead the process which will evaluate current conditions, accident data, engage key stakeholders, and prioritize implementation projects. Ultimately, the Plan will lead to "Complete Street" provisions for motorists, pedestrians, bicyclists, transit/SMART train, storm water, and greening elements. A complimentary goal is to revitalize the corridor and spur infill development in three designated areas, including one Priority Development Area at the Town's center.
- **Vision Zero Sonoma County Project** (\$660,000)
Applicant: Sonoma County Transportation Authority
Description: Vision Zero Sonoma County is a collaborative planning initiative led by the Sonoma County Transportation Authority and the Sonoma County Department of Health Services. This project will build the foundation necessary to launch a county-wide "Vision Zero" initiative by: Understanding the current state of injuries and crashes in Sonoma County; Building commitment for a county-wide Vision Zero planning initiative; and, Developing a Vision Zero action plan for Sonoma County. The project will support numerous local, regional and State initiatives including California Transportation Plan 2040, Plan Bay Area, Sonoma County Comprehensive Transportation Plan, Sonoma County Climate Action Plan 2020, and the Portrait of Sonoma County. The project approach will actively engage residents of Sonoma County's disadvantaged communities to ensure their needs are addressed in the Vision Zero planning process. The data dashboard created for this project will be used as a model for future data sharing initiatives.
- **Contra Costa Active Transportation Plan** (\$380,000)
Applicant: Contra Costa Public Works

Description: The Contra Costa County Active Transportation Action Plan will create a detailed inventory of the County's roadways and identify opportunities to build active transportation facilities with an emphasis on projects that can be installed quickly through re-striping and repaving. Staff will create a three-tiered priority list of projects based on ease of implementation, location in disadvantaged communities, and overlap with a travel demand model. Staff will conduct extensive public outreach in each of the 13 unincorporated communities and develop an interactive web map tool for ongoing outreach and evaluation. With more detailed data on roadway opportunities and constraints, staff can expand upon Contra Costa Transportation Authority's 2018 Countywide Bicycle and Pedestrian Plan and support concurrent planning efforts such as the County's Vision Zero program, which will in turn support regional and state planning goals. Implementing agencies are the Contra Costa County Department of Conservation and Development and Public Works Department.

- **BART Metro 2030 and Beyond** (\$466,559)

Estimated Completion Date: June 30, 2022

Applicant: Metropolitan Transportation Commission

Sub-Applicant: San Francisco Bay Area Rapid Transit District (BART)

Description: By maximizing its ridership, BART plays a key role in reducing vehicle travel and achieving state greenhouse gas reduction targets. BART previously developed a concept (BART Metro, in 2013) for attracting more ridership and reducing vehicle travel by increasing service frequencies in the system core. This concept needs updating in light of recent developments, including declining off-peak ridership, major system investments and changing demand patterns stemming from the region's severe housing shortage. The proposed project will produce future BART service plans, focusing on 2030, and an associated prioritized capital project list (such as new storage facilities and bypass tracks) that would fully leverage planned system investments while improving operational efficiency and maximizing ridership. By better matching BART service and regional demand patterns, the project will help implement the regional Sustainable Communities Strategy, improve job access, and reduce greenhouse gases.

FY 2020/2021 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

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

- **Pine Hollow Road Corridor Complete Streets Feasibility Study** (\$190,959)

Applicant: City of Concord

Description: The City of 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.

- **City of Livermore East Avenue Corridor Study** (\$129,972)

Applicant: City of Livermore

Description: The East Avenue Corridor Study will develop and prioritize complete street alternatives for the 2.5-mile corridor, building on the City's Active Transportation Plan. East Avenue is a high-priority east-west corridor for the community, links two Priority Development Areas (National Laboratories - east and Downtown Livermore - west), provides a rapid transit line, and serves five public schools, five preschools, a Community Center, four churches, various neighborhoods, 13 apartment complexes, and major employers such as the National Labs. The City will develop alternatives through extensive public engagement with East Avenue stakeholders including the school district, park district, bus service provider, local residents, neighborhood groups, business owners, and faith-based community organizations. The City will refine these alternatives through data analyses and create a Concept Plan that identifies short-term and long-term street improvements that will improve safety and comfort, increase bicycle and pedestrian connectivity, and is ready for implementation grant funding.

- **Richmond Greenway Gap Closure and Connectivity Study** (\$280,208)

Applicant: City of Richmond

Sub-Applicants: Local Government Commission, Pogo Park, and Rails-to-Trails Conservancy

Description: The City will partner with local community-based organization Pogo Park and the non-profits Local Government Commission and Rails-to-Trails Conservancy to develop a plan for short-term and long term-solutions to connect the east and west spans of the Richmond Greenway which is currently divided by two wide multilane streets and a multitrack railroad

corridor in the city's residential core. The City and partners will engage residents and stakeholders in an intensive, multi-faceted series of interactive design workshops, walking and biking assessments and field activities to identify needs, document challenges, and develop community-based solutions. The project fully supports and advances state and regional Sustainable Community Strategy/Regional Transportation Plan goals of reducing vehicle miles traveled and greenhouse gas emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, and protecting the environment and health.

- **San Bruno Safe Route to School Plan** (\$248,929)

Applicant: City of San Bruno

Description: In 2017-2018, there were 20 collisions involving children and teenagers in the City of San Bruno. The City's Safe Routes to School (SRTS) Plan will aim at increasing the number of students who choose active or shared modes of transportation to school by making it safer and more accessible to walk, bicycle and/or take transit. The Plan will be framed on the Six Es of the SRTS program and will include school specific summaries that describe existing conditions and a list of prioritized projects. The Plan will provide training, resources and customized support to schools, while working together with district and school administration, parents, teachers, and local community-based organizations. The overall goal of the Plan is to make San Bruno a healthier, safer, more sustainable and environmentally sound community, with improved air quality and less traffic congestion, by reducing the number of school-related automobile trips.

- **Crosstown Class IV Corridors** (\$349,248)

Applicant: City of San Leandro

Description: The Crosstown Corridors Study will examine the feasibility of Class IV bikeways and pedestrian improvements on two major roadways in San Leandro. The corridors will provide a north-south bikeway "spine" on Bancroft Avenue and an east-west spine on Williams Street. Both corridors are identified as priority corridors in the city's 2018 Bicycle and Pedestrian Master Plan Update. Six schools directly front these corridors with three more nearby; these improvements would enhance the safety and comfort of students and families walking to/from school. The Crosstown Corridors Study also includes two San Francisco Bay Area Rapid Transit (BART) station access studies around the city's two stations. These studies will identify pedestrian and bicycle improvements that will link the corridors, BART stations, downtown and Bay Fair transit-oriented development area together. This project will also serve disadvantaged communities, specifically, the census tracts around the

Williams Street corridor are considered disadvantaged communities by the CalEnviroScreen.

- **Development of a Vehicle Miles Traveled Mitigation Program for Contra Costa** (\$400,000)
Applicant: Contra Costa Transportation Authority
Description: The goal of this project is to establish the framework for a Vehicle Miles Traveled (VMT) Mitigation program for Contra Costa County. Implementation of California Senate Bill 743 (Chapter 386, Statutes of 2013) requires lead agencies to analyze development and transportation improvement projects to determine the amount of VMT the project will add or remove from the transportation system, and provide meaningful mitigations when VMT increases are identified. The Contra Costa Transportation Authority intends to develop a program which will, 1) Provide an approach for mitigating VMT increases from land development and transportation improvements in Contra Costa County; 2) Develop a streamlined framework for a VMT Mitigation Program for use by Contra Costa jurisdictions and agencies; and 3) Position Contra Costa County lead agencies to be fully compliant with changes to transportation impacts under Senate Bill 743.
- **El Cerrito-Berkeley Corridor Access Strategy for Transit Oriented Development** (\$704,747)
Applicant: San Francisco Bay Area Rapid Transit District (BART)
Description: In this project, the San Francisco Bay Area Rapid Transit District (BART) will evaluate the feasibility of innovative strategies to provide station access to customers in Berkeley, El Cerrito, Richmond, Albany and Kensington, to develop BART'S surface parking lots with roughly 2,000 homes, with a minimum affordability goal of 35 percent. California Assembly Bill 2923 (Chapter 1000, Statutes of 2018) generated lively community discussion about advancing transit-oriented development in Berkeley and El Cerrito to address the statewide climate and housing crises. While there is community support for development of San Francisco Bay Area Rapid Transit (BART) property, concerns about BART access and parking reduction loom large. Building upon the Fiscal Year 2018-2019 Caltrans grant, which explored alternatives to parking replacement in transit-oriented development at El Cerrito Plaza station, this project would help BART explore larger-scale solutions to this serious concern in partnership with affected stakeholders. By funding this study now, Caltrans will help BART meet its goal to advance mixed-income housing development at El Cerrito Plaza, North Berkeley and Ashby stations by 2024.

- **San Francisco School Access Plan** (\$164,500)
Applicant: San Francisco County Transportation Authority
Description: The San Francisco County Transportation Authority's School Access Plan will involve close collaboration with the San Francisco Unified School District, parents, and community-based organizations to co-create school transportation solutions designed for medium- to long-distance elementary school trips. Strategies will focus on improving equity for vulnerable students and families, including students with Individualized Education Plans, students experiencing homelessness, foster youth, and low-income youth. The plan will include co-creation sessions and focus groups, resulting in an action plan of transportation recommendations for direct funding, pilot programming, or business plan development. Solving for these school trips will help meet San Francisco's Transit First Policy, Climate Action Strategy, Vision Zero Policy, and Safe Routes to School goals of reducing single family vehicle trips by 37 percent and school-related collisions by 50 percent by 2030. This plan also helps meet regional and state transportation plan goals of reducing greenhouse gas emissions, encouraging sustainable transportation, and promoting equity.

- **Visitation Valley Community Based Transportation Plan** (\$352,349)
Applicant: San Francisco County Transportation Authority
Description: The San Francisco Municipal Transportation Agency (SFMTA) will engage the Visitation Valley community in a two-year planning process to prioritize transportation investment. The project's boundaries encompass the Visitation 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. Visitation Valley, a Community of Concern, has limited viable transportation alternatives due to underinvestment in the local network; it is critical to address this now, as they will be affected by significant development in the pipeline, which will strain the transportation network if new residents continue to require personal vehicles. The project will identify, design, and prioritize investments that reflect community values in light of the SFMTA Muni Equity Strategy and the City's Vision Zero policy.

- **El Camino Real Congestion Impact Study** (\$211,299)
Applicant: San Mateo County Transit District

Description: The El Camino Real Congestion Impact Study (Study) will provide an analysis of the impact of El Camino Real (ECR) congestion on SamTrans bus speed and reliability. Key deliverables of the Study include: data collection and analysis; findings from on-site and on-board observations; extensive public outreach to riders, residents, and business owners along the corridor; a set of near-term and long-term recommendations for operational and infrastructure improvements; and a final report consolidating findings and recommendations. The project will be informed by a Technical Advisory Group, including staff from cities along ECR, the County Health Department, and Caltrans, as well as a Stakeholder Advisory Group comprised of business and employer representatives, first responders, advocates, community-based organization representatives, and new mobility providers. The Study will also leverage findings and priorities of existing plans and projects including Reimagine SamTrans, the transit signal priority system, the Grand Boulevard Initiative, and local ECR plans.

- **Vehicle Miles Traveled-Reduction Planning for Priority Development Areas** (\$539,534)

Applicant: Metropolitan Transportation Commission

Sub-Applicants: City of Richmond and City of Vallejo

Description: The project has two major components to help cities plan the expansion of multimodal transportation options in the region's Priority Development Areas (PDAs), which is one of the Metropolitan Transportation Commission's key Sustainable Communities Strategies to accommodate infill growth while meeting the region's greenhouse gas emission reduction targets. Component I is the development of Vehicle Miles Traveled (VMT)-reduction planning products for two Sub-applicant Cities: Vallejo and Richmond. For the City of Vallejo, the project will produce (1) a Development Parking and Transportation Demand Management Plan: Framework for assessing and planning VMT mitigation strategies for new developments as part of the permitting process; and (2) Impact Fees: Nexus study or other analysis to establish impact fees that would fund multimodal transportation projects for new developments. For the City of Richmond, the project will produce (1) Road Safety Plan: Collision data collection and analysis to prioritize safety investments, particularly for active transportation modes; and (2) Bicycle and Pedestrian Infrastructure Action Plan: Plan focused on prioritizing near-term bicycle/pedestrian infrastructure projects. Component II is the development of resources such as case studies, template documents, and community engagement guidance to help other cities with PDAs replicate these planning products.

- **Bay Area Regional Rail Partnerships: Project Delivery and Governance**
(\$400,000)

Estimated Completion Date: June 30, 2023

Applicant: Metropolitan Transportation Commission

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

FY 2021/2022 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

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

- **North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study** (\$356,163)

Estimated Completion Date: March 30, 2024

Applicant: San Francisco Municipal Transportation Agency

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.

- **Active Communities Plan** (\$600,000)

Estimated Completion Date: March 30, 2024

Applicant: San Francisco Municipal Transportation Agency

Sub-Applicants: PODER; Tenderloin Community Benefit District; San Francisco Bicycle Coalition; Bayview Hunters Point Community Advocates; and SoMa FilipinaWorld

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, policybased, 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.

- **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.

- **Chinatown Complete Streets Project** (\$500,000)
Applicant: City of Oakland Department
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.
- **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.
- **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.
- **City of San Pablo 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.

- **VTA Transit Oriented Development Access Study** (\$583,130)

Applicant: Santa Clara Valley Transportation Authority

Description: 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.

- **Next-Generation Bay Area Freeways** (\$500,000)

Estimated Completion Date: June 30, 2024

Applicant: Metropolitan Transportation Commission

Description: Toward modernizing the Bay Area's congested freeways into a next-generation multimodal network with improved mobility, environmental and equity outcomes, this study will explore "pathways" that pair freeway pricing mechanisms (such as all-lane tolling) with complementary strategies (such as means based discounts, express buses, last-mile shuttles and bicycle programs). Consistent with the pricing strategy in Plan Bay Area 2050 and the California Transportation Plan, the study will build on past and ongoing pricing studies, produce materials to demonstrate benefits of pricing

solutions, recommendations for optimal pathways and operational deployment of pricing, and recommendations for further analysis and implementation in prioritized sub-regions. A cross-functional team of MTC staff will lead the study, partnering with Caltrans, County Transportation Agencies, select transit agencies, outreach consultant(s) and community-based organizations.

- **Network Management – Planning for Implementation** (\$500,000)

Estimated Completion Date: June 30, 2024

Applicant: Metropolitan Transportation Commission

Description: 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 in Summer 2021.

APPENDIX B – STBG FUNDED PROJECTS

County Transportation Agencies and Regional Agencies: Planning and Programming

FY 2017/18 – 2022/23

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 relies upon county and regional partners to assist in addressing federal transportation planning requirements.

- County Transportation Agencies or CTAs: county-level organizations that assist with the regional congestion management and transportation planning processes.
- San Francisco Bay Area Conservation and Development Commission (BCDC): State agency charged with protecting and enhancing the San Francisco Bay.

PROJECT DESCRIPTION

County Transportation Agencies

Funding is conditioned on the CTA working cooperatively with MTC and the other regional agencies comprising the Bay Area Regional Collaborative (BARC) to implement our respective work programs.

Key objectives are for the CTAs to use this funding to:

- Implement the One Bay Area Grant (OBAG) programs 1, 2 and 3 as per MTC Resolutions 4035, 4202 and 4505 within the county;
- Promote successful program and project delivery and monitoring within the county for all federal transportation funds;
- Facilitate jurisdictions within the county to meet post-programming federal project funding requirements, including meeting award deadlines, timely invoicing, minimizing and responding to inactive obligations, and timely project close-out;
- Establish a land use and travel forecasting process and set of procedures that is consistent with those of the MTC, or develop appropriate alternative analytical approaches in cooperation with MTC;

- Support other regional planning and programming efforts, including the Community-Based Transportation Planning (CBTP), Lifeline Transportation Program (LTP) and the Regional PDA Planning Program;
- Assist in the development of the Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP) and the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) through countywide planning efforts;
- Support the implementation of the Bay Area Coordinated Public Transit-Human Services Plan (Coordinated Plan);
- Develop and update a PDA Investment and Growth Strategy facilitating a transportation project priority setting process for OBAG 2 and 3 funding that supports and encourages development in the region's PDAs as detailed in MTC Resolutions 4202, 4505 and Attachments;
- Engage in public participation as detailed in the MTC Public Participation Plan and MTC Resolutions 4202, and 4505 and Attachments; and
- Assist local jurisdictions in providing information for the Highway Performance Management System within requested timeframes.

San Francisco Bay Area Conservation and Development Commission (BCDC)

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

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

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

Metropolitan Transportation Commission

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

BUDGET

This effort involves the development of specific funding agreements to provide planning funds based on the generalized work scopes included in the OWP.

**Regional Total for CMA Planning and Programming Funding Agreements
Total FY 2017-18 through FY 2021-22**

MTC federal STBG	88.53%	\$68,373,000
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Funding by Agency

County	Agency	Base Planning	Supplemental, Safe/Seamless	CBTP	Total
Alameda	ACTC	\$5,489,000	\$3,314,000	\$300,000	\$9,103,000
Contra Costa	CCTA	\$4,342,000	\$242,000	\$215,000	\$4,799,000
Marin	TAM	\$3,822,000	\$141,000	\$75,000	\$4,038,000
Napa	NVTA	\$3,822,000	\$162,000	\$75,000	\$4,059,000
San Francisco	SFCTA	\$3,997,000	\$2,280,000	\$175,000	\$6,452,000
San Mateo	SMCCAG	\$3,822,000	\$1,895,000	\$120,000	\$5,837,000
Santa Clara	VTA	\$6,078,000	\$5,441,000	\$300,000	\$11,819,000
Solano	STA	\$3,822,000	\$3,349,000	\$95,000	\$7,266,000
Sonoma	SCTA	\$3,822,000	\$1,513,000	\$110,000	\$5,445,000
CMAAs	Total:	\$39,016,000	\$18,337,000	\$1,465,000	\$58,818,000

MTC & BCDC	Total:	\$9,555,000	\$0	\$35,000	\$9,590,000
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CMAAs, MTC & BCDC	Total:	\$48,571,000	\$18,337,000	\$1,500,000	\$68,408,000
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Note: Funding levels may change based on programming revisions and subsequent agreement amendments.

Schedule

Delivery Date

Development and Adoption of a PDA Investment & Growth Strategy	May 2017; May 2021
Monitor Implementation of local Complete Streets Policies and Strategies	Ongoing
Facilitate, monitor, and track the submittal of HPMS data and HCD annual reporting by jurisdiction	April 1, Annually
Submit county projects recommendations for OBAG 2 and subsequent programs; ongoing programming revisions as needed	July 31, 2017; Ongoing
Submit county projects recommendations for OBAG 3 and subsequent programs; ongoing programming revisions as needed	September 30, 2022; Ongoing
Ensure the public involvement process provides underserved communities access to the county planning and programming process	Annually
Develop and adopt PDA Investment & Growth Strategy update	May 2018; May 2022
CMP Modeling Consistency Checklist, pursuant to the CMP	Ongoing

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

APPENDIX C – STATE AND FEDERALLY FUNDED COMPETITIVE GRANT PROJECTS

Caltrans Adaptation Planning Grant Program

FY 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
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.