

FY 2015-16

OVERALL WORK PROGRAM

FOR PLANNING ACTIVITIES IN THE SAN FRANCISCO BAY AREA



METROPOLITAN
TRANSPORTATION
COMMISSION



Association of
Bay Area Governments

FINAL
APRIL 2015

FY 2015-16
OVERALL WORK PROGRAM
FOR THE
SAN FRANCISCO BAY AREA

Mark Luce, President
Ezra Rapport, Executive Director
Association of Bay Area Governments
MetroCenter
101 Eighth Street, Oakland, CA 94607
<http://www.abag.ca.gov>

Dave Cortese, Chair
Steve Heminger, Executive Director
Metropolitan Transportation Commission
MetroCenter
101 Eighth Street, Oakland, CA 94607
<http://www.mtc.ca.gov>

Bijan Sartipi, District Director, District 4
California Department of Transportation
P. O. Box 23660, Oakland, CA 94623-0660
111 Grand Ave, Oakland, CA 94612-3717
<http://www.dot.ca.gov/dist4/>

FINAL
APRIL 2015

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

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List of Transportation Planning Acronyms

AA/DEIS	Alternatives Analysis/Draft Environmental Impact Statement AA has been replaced by MIS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

EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FARE	Financial Accounting Reporting Element
FCAA	Federal Clean Air Act
FHWA	Federal Highway Administration
FRA	Federal Railway Administration
FTA	Federal Transit Administration
FSP	Freeway Service Patrol
GGBH&TD	Golden Gate Bridge, Highway and Transportation District
GIS	Geographical Information System
GPS	Global Positioning System
GHG	Green House Gas
HCD	Housing and Community Development
HEW	Department of Health, Education and Welfare
HIP	Housing Incentive Program
HUD	Department of Housing and Urban Development, U.S.
IGC	Inter-Governmental Council, Santa Clara County
IGR	Intergovernmental Review
IMS	Intermodal Management System
IPG	Intermodal Planning Group
ITS	Institute of Transportation Studies, U.C. Berkeley, or Intelligent Transportation Systems, formerly IVHS
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IVHS	Intelligent Vehicle Highway System; no longer used, now ITS
JARC	Job Access and Reverse Commute Program
JPB	Joint Powers Board (San Mateo County)
LAFCO	Local Agency Formation Committee
LAVTA	Livermore Amador Valley Transportation Authority
LCC	League of California Cities
LIRAQ	Livermore Regional Air Quality Model
L&GO	Legislation and Governmental Organization Committee, ABAG
LPA	Legislation and Public Affairs committee, MTC
LTEE	Land Use, Transportation, Economic & Environmental
LWV - BA	League of Women Voters - Bay Area
MALDEF	Mexican American Legal Defense Education Fund
MAP 21	Moving Ahead for Progress in the 21st Century
MARAD	Maritime Administration, U.S.
MCAC	Minority Citizens Advisory Committee, MTC
MIS	Major Investment Studies
MOU	Memorandum of understanding
MPO	Metropolitan planning organization
MTC	Metropolitan Transportation Commission

MTS	Metropolitan Transportation System
Muni	San Francisco Municipal Railway
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NORCAL	Northern California Ports and Terminals Bureau
NSF	National Science Foundation (ABAG)
NTIS	National Technical Information Service
OCCUR	Oakland Citizens Committee for Urban Renewal
OEDCI	Oakland Economic Development Council, Inc.
OMB	Office of Management and Budget, U.S.
OPR	Office of Planning and Research, California
OWP	Overall Work Program
OWPA	Overall Work Program Agreement
P&A	Programming and Allocations committee
PCA	Priority Conservation Areas
PCC	Paratransit Coordinating Council
PCS	Peninsula Commute Service
PDA	Priority Development Area
PEA	Planning Emphasis Area
PENTAP	Peninsula Transit Alternatives Project
PMS	Pavement Management System
POC	Planning and Operations Committee
Prop 84	Proposition 84 - State of California Strategic Growth Plan Bond
PTMS	Public Transportation Management System
RAPC	Regional Airport Planning Committee, ABAG/MTC
RIDES	Rides for Bay Area Commuters, Inc.
RPC	Regional Planning Committee, ABAG
RM2	Regional Measure 2
RTA	Regional Transit Association
RTCC	Regional Transit Coordinating Council
RTIP	Regional Transportation Improvement Program (state requirement)
RTP	Regional Transportation Plan
RTPA	Regional transportation planning agency
RWQCB	Regional Water Quality Control Board
SAFE	Service Authority for Freeways and Expressways
SAFETEA	Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2004
SamTrans	San Mateo County Transit District
SIP	State Implementation Plan (for air quality)
SMSA	Standard Metropolitan Statistical Area
SPAC	Seaport Planning Advisory Committee, MTC/BCDC
SP&R	State Planning and Research
SPUR	San Francisco Planning and Urban Research
S RTP	Short Range Transit Plan
STIP	State Transportation Improvement Program

STP	Surface Transportation Program
TAM	Transportation Asset Management Program
TCA	Transportation Coordination and Access (MTC Committee)
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TETAP	Traffic Engineering Technical Assistance Program
TFCA	Transportation Funding for Clean Air
TIP	Transportation Improvement Program (federal requirement)
TLC	Transportation Land-Use Connection
TMP	Traffic Management Program
TP & D	Transportation Planning and Development Account
TravInfo®	Bay Area Advanced Traveler Information System
TRB	Transportation Research Board, National
Toll Credit	Non Federal Share – Section 1905 of SAFETEA-LU
TSM	Transportation Systems Management
UGM	Urban goods movement
USGS	U.S. Geological Survey (ABAG)
VTA	Valley Transportation Authority
West CAT	Western Contra Costa Transit
WRCB	California Water Resources Control Board
WETA	Water Emergency Transit Authority

CHAPTER 1.1: PROSPECTUS

ASSOCIATION of BAY AREA GOVERNMENTS

FY 2015-2016

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ABAG PROSPECTUS

I. ORGANIZATION AND MANAGEMENT

This chapter describes inter-agency agreements, agency organization and institutional relationships established among regional and local agencies to carry out regional planning.

A. Institutional Arrangements and Cooperative Agreements

Regional planning in the nine-county San Francisco Bay Area (see Attachment 1 on page 1.1.18) is conducted by ABAG, BAAQMD, RWQCB, BCDC, Caltrans, and MTC. Each agency performs specific planning functions that are coordinated by a series of institutional arrangements and cooperative agreements. ABAG is the comprehensive planning agency for the region, and has negotiated agreements (Memoranda of Understanding/Agreement) with most of the functional agencies to promote coordination and consistency of the planning process, to avoid duplication of efforts and to ensure that all decision-making at the regional level is consistent with ABAG's overall goals and policy framework for the Bay Area. There are two types of cooperative agreements in effect: planning and policy development, and Federal Program Review Memoranda of Agreement (Executive Order 12372). The following is a list of cooperative agreements currently in effect or being negotiated.

1. Combined Policy Development and Project Review Agreements

ABAG and MTC are linked with Caltrans for the transportation planning and project review process through a tripartite agreement. In that document, ABAG and MTC agree to share transportation planning resources for regional land-use planning. MTC agrees to recognize ABAG's adopted Projections as the basis for the preparation of the Regional Transportation Plan (RTP). The agreement has an appendix which identifies the relative responsibilities of ABAG and MTC in airport planning. In keeping with the requirements of SB 375 (Steinberg) ABAG and MTC are jointly responsible for development of the Sustainable Communities Strategy for the region and working jointly to develop the Plan. ABAG has primary responsibility for the land use component and Regional Housing Need Allocation process.

2. Policy Development Agreements

ABAG, BAAQMD, MTC and Caltrans are jointly engaged in development and updating of the Region's air quality plans. In this program, ABAG, BAAQMD and MTC are co-lead planning agencies. The BAAQMD is responsible for preparing the State-mandated Clean Air Plan to satisfy the California Clean Air Act. ABAG, BAAQMD and MTC work to prepare air quality plans to meet federal requirements. The ongoing inter-agency air quality planning program

involves the public, special interests, and elected officials in planning and implementing air quality planning programs.

3. Memoranda of Agreement

ABAG, as the Areawide Clearinghouse for review of applications for federal grants, had a number of Memoranda of Agreement, required under OMB Circular A-95, Part IV: Coordination of Planning in Multi-jurisdictional Areas. Circular A-95 was rescinded by Executive Order No. 12372 in 1982. New state-designated project review procedures were established as of October 1, 1983. Under these procedures, Memoranda of Agreement required under OMB A-95 remain in effect.

B. Organizational Structure

The Association of Bay Area Governments (ABAG) is the council of local governments formed in 1961 to address regional land use related problems in the San Francisco Bay Region through cooperative action of cities and counties. For planning purposes, the region is defined as the following nine counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. All 101 cities in the Bay Area, and all nine counties, are members of ABAG.

ABAG policy is determined annually by its General Assembly. Delegates to the General Assembly are elected officials from member cities and counties. Each city and county has one vote, and a majority of both city and county votes is required for action. The General Assembly adopts the budget and the annual work program, and reviews policy actions of the Executive Board.

The 38-member Executive Board, made up of local elected officials (representation is based on population), meets bi-monthly to make operating decisions, appoint committees, authorize expenditures, and recommend major policy decisions to the General Assembly. Staff advisor to the Executive Board is the ABAG Executive Director.

See Organizational Structure - Attachment 2 on page 1.1.19.

C. Committee Structure

Three categories of committees serve the Executive Board.

1. Standing Committees and Responsibilities

Standing committees, except for the Regional Planning Committee (RPC) as described in (d), below, are composed entirely of elected officials (with the exception of representatives of the City of San Francisco as provided in the Bylaws).

- a. The Administrative Committee ensures internal communications among ABAG standing committees and acts for the Executive Board in the months that the Board does not meet. The Executive Director and Assistant Executive Director provide staff services.
- b. The Finance and Personnel Committee of the Executive Board is specified in the Bylaws. Its responsibilities deal with financial, administrative and personnel matters. The committee reviews and monitors expenditures and prepares and recommends personnel policies and budget. The financial and budgetary status of the Association is reported to the General Assembly. The Finance Director provides staff services.
- c. The Legislation and Governmental Organization Committee studies and develops recommendations for General Assembly and/or Executive Board approval on ABAG's goals, legislative program, organization, and all aspects of existing and future regional organizations. It studies and makes recommendations on proposals for governmental reorganization. It reviews current federal and state legislation impacting member governments and regional planning. Its membership is geographically balanced and includes representation from large to small jurisdictions. The Senior Communication Officer provides staff services under the direction of the Assistant Executive Director.
- d. The Regional Planning Committee (RPC) is responsible for developing comprehensive planning policies and procedures for General Assembly and Executive Board approval. It initiates regional and subregional activities related to conservation and development, reviews reports and plans prepared by joint policy committees, task forces, and advisory committees, and makes recommendations regarding regional planning policy. Representation includes local elected officials from all nine Bay Area counties and from regional agencies to ensure coordination during plan development. The RPC also includes the following special and public interest representation: Business, Economic Development, Environment, Housing, Labor, Minorities, Public Interest, Recreation/Open Space, Special Districts, Redevelopment Agencies, Education and the Silicon Valley Manufacturing Group. The Planning Director provides staff services.

2. Interagency Committees and Responsibilities

Interagency committees are standing committees with responsibilities and staffing from ABAG and other governmental organizations. They submit recommendations concerning specific plan content.

- a. The Joint Policy Committee (JPC) was established by a joint ABAG/MTC Task Force in December 2003 to facilitate progress relative to regional issues. In 2004, Senate Bill 849 called for the addition of the BAAQMD to the JPC. Since that time, the Bay Conservation and Development commission (BCDC) has become a formal member of the JPC. The JPC coordinates the regional planning efforts of ABAG, BAAQMD and MTC and pursues implementation of the Bay Area's Smart Growth Vision. In 2005, the JPC adopted a Consolidated Work Program for Implementing and Refining the Bay Area's Smart Growth Vision. In 2007 and 2008 the JPC has been providing feedback and guidance for FOCUS, a voluntary, incentive-based development and conservation strategy for the Bay Area. Also in 2007, the JPC completed a six month study of climate change strategies. Since the passage of SB 375 (Steinberg), the JPC has played a key role in reviewing and commenting on the Sustainable Community Strategy and Plan Bay Area, as it is called. The JPC has twenty voting members; including five from each agency's governing board. The Secretary of the State of California's Business, Transportation and Housing Agency is an ex officio member.
- b. The Regional Airport Planning Committee is a joint committee of ABAG, BCDC and MTC that studies and makes recommendations regarding airport development, policies, and proposed legislation. It also monitors, updates, and refines the Regional Airport System Plan, and formulates policy guidelines for an aviation element in MTC's Regional Transportation Plan.

3. Task Forces and Advisory Committees

Task forces and advisory committees, usually of limited duration, are established to provide policy direction in specific subject areas. Members may be elected or non-elected officials of member jurisdictions or citizens with special expertise or from target stakeholder or interest groups. Every attempt is made to obtain ethnic and racial diversity among participants.

In addition, technical advisory committees, with membership of technicians, professionals and/or citizens with special expertise, are assembled as required, by ABAG's management staff. These committees have, in the past, focused on household and employment forecasts, air quality, housing supply and affordability, homelessness, economic development, water quality, solid and hazardous waste management, and earthquake preparedness issues.

D. Policy-making Process

ABAG's policy-making process involves local elected officials on standing committees who study, develop, and recommend regional policies and implementation programs for approval by the Executive Board and General Assembly.

Regional issues are also raised by individual city or county members of the Executive Board. Requests for initiation of study and policy development activities are considered by the Executive Board and, if accepted, referred to appropriate standing committees or a task force or advisory committee of elected officials and public members that may be formed for the duration of a study.

Implementation of regional policies, plans, and programs is effected by local units of government acting individually or jointly. Consistency of local government actions with regional objectives is assured by actively involving local decision-makers in each step of the regional planning process. The plan and project review function provides the opportunity for ABAG to assist local governments in the coordination of efforts to better serve local needs and to implement regional goals and objectives.

II. MAJOR PROGRAMS

A. Regional Planning/Implementation

Analytic, Data and Information Services - The foundation of effective public policy is good analysis. Critical to good analysis is the maintenance and constant update of ABAG's various data bases: land use, employment and income and demographics, and the tools to evaluate that data. These data bases serve as the basis for forecasts that are used by local planning organizations, the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans) for travel forecasts. This data is used in a set of regional models to produce demographic, economic forecasts that define future land use patterns. Because they have implications for a variety of local actions that go hand in hand with transportation planning, they greatly concern local jurisdictions, and variety of groups that represent interests within the region.

Working closely with MTC has always been critical, but the passage of SB 375 requires a greater level of coordinated land use and transportation modeling and planning in the next Regional Transportation Plan, which is part of Plan Bay Area. ABAG is responsible, along with MTC, for the Sustainable Communities Strategy or Plan Bay Area as it is called. While our current demographic, economic and land use forecasting efforts have formed the basis of this strategy, better coordination with transportation modeling, scenario analysis and significant public outreach, negotiation and discussion have been required.

ABAG has continued to upgrade and refine its forecasting methods and tools in anticipation of the next Regional Transportation Plan. ABAG will also continue to work with MTC to coordinate our computer models to insure appropriate levels of consistency and integrate the requirements of SB 391.

Because of the complexity of the changes to the regional planning process envisioned in SB 375, ABAG and its regional partners will continue with outreach on this issue. We will be taking the opportunity to build on a strong outreach effort that has been made in previous years.

SB 375 also requires that the RTP and Sustainable Communities Strategy be coordinated with the Regional Housing Need Allocation Process (RHNA) process. In the last RHNA cycle ABAG's Executive Board adopted the final 2014-2022 RHNA numbers in July, 2013. Local jurisdictions must have approved housing elements for their general plans by May 2015. ABAG has provided technical assistance and information to local jurisdictions to assist meeting state planning and reporting requirements. These efforts may include an annual housing report and a survey of housing production. In Fiscal 2015-16 ABAG will continue to provide assistance as SB 375 also changes the requirements for RHNA to require consistency with the Sustainable Communities Strategy to be developed as part of the next Regional Transportation Plan.

Planning Services - Over the years, ABAG has developed a broad base of staff expertise in transit-oriented development, land-use, housing, economic development, environmental quality and protection, and earthquake and flooding preparedness and recovery planning. These capabilities are focused on providing leadership in the Bay Area relative to regional land-use planning and sustainable growth and assisting local governments with complex local and regional planning issues. Products include preparation of conservation and development strategies and plans, position and issue papers, workshops, conferences and seminars on timely regional topics, and review of federal grant applications and development projects.

The Bay Area FOCUS program, described in previous years' Prospecti, has been reconfigured and merged into the structure of Plan Bay Area, and now encompasses 191 preferred areas for development (Priority Development Areas or PDAs) and 101 for conservation (Priority Conservation Areas or PCAs). Plan Bay Area directs financial incentives, resources, and support to these areas. Together, the PDAs represent less than four percent of the region's total land area but have self-identified the capacity to accommodate more than two-thirds of the region's projected housing growth to 2040.

PDA Implementation emphasizes planning for complete communities, not just for isolated infill projects. Complete communities are more effective at moderating traffic and growth in Vehicle Miles Traveled (VMT) because residents are more likely to live near work and can walk and bike to many everyday needs and connections to transit are enhanced. Successful projects can serve as models to other jurisdictions developing compact communities and help to further regional goals. PDA Implementation and the linked regional programs related to transportation, housing, and modeling described above provide the 9-county Bay Area with a solid base upon which to implement SB375 in the region.

Air Quality - For nearly twenty years, ABAG has worked cooperatively with the BAAQMD and MTC in developing regional air quality plans to meet federal Clean Air Act requirements. ABAG has supported plan implementation by assisting cities and counties to incorporate air quality supportive measures into their policies and programs. ABAG coordinates with MTC and the BAAQMD to monitor and support implementation of the region's Clean Air Plan (CAP)) to meet 1988 California Clean Air Act Requirements. The region is required to update the CAP every three years. To help the

region attain the state ozone standard, ABAG has taken a leadership role to help communities implement Plan Bay Area, the region's Sustainable Communities Strategy, in ways that address or ameliorate air quality issues related to infill development sites.

Water Quality - Established in 1987, the San Francisco Estuary Project is a federal-state-local partnership working to restore water quality and manage the natural resources of the San Francisco Bay-Delta Estuary while maintaining the region's economic vitality. Mandated under the federal Clean Water Act's National Estuary Program, the Estuary Project oversees and tracks implementation of the *Comprehensive Conservation and Management Plan (CCMP)*, a blue print for action to protect, enhance, and restore the Estuary. The Governor and US Environmental Protection Agency Administrator approved the *CCMP* in 1993.

The San Francisco Estuary Project and its partners completed many projects and activities in 2008 that support the Project's mandate to protect, enhance, and restore the San Francisco Bay-Delta Estuary through implementation of actions in the Comprehensive Conservation and Management Plan (CCMP). Continuing the important work of the recent past when the Project completed a comprehensive review and update of the 1993 CCMP, we initiated a Strategic Planning review. The strategic planning objective was to refine our efforts and direct attention to the top regional environmental priorities facing the Estuary.

The Project ably supported the highly successful Fifth Biennial CalFed Science Conference held in October 2008, attended by over 1200 managers and scientists. The Project is managing over 30 grants and contracts totaling over \$20 million directed at reducing pollutants, improving stream protections, decreasing watershed erosion, improving subtidal habitats of the Bay, improving stormwater quality, increasing the function and extent of bay wetlands, and improving public understanding of Clean Water Act issues.

- Working with BCDC, the California Coastal Conservancy, and NOAA on the San Francisco Bay Subtidal Habitat Goals Project, a collaborative interagency effort to establish a comprehensive and long-term management vision for protection, restoration, and appropriate use of San Francisco Bay Subtidal habitats;
- Implementing LID storm water and flood protection projects in the West Coast Estuaries Initiative grant including wetland restoration in City of Hercules, stream restoration in City of Pinole, monitoring replacement of impermeable pavement in San Mateo County and training students in wetland restoration; and
- Initiating work on 17 local projects across the estuary through \$5 million in grant funds recently awarded by the US EPA.

Earthquake and Hazard Preparedness and Recovery Planning - ABAG's Earthquake and Hazards Program focuses on identifying actions that can be undertaken by local governments, residents, and businesses to mitigate hazards and prepare for disasters. Together, these actions will work toward the regional goal identified in the Local Hazard

Mitigation Plan for the Bay Area adopted by both ABAG and MTC - to maintain and enhance a disaster-resistant region by reducing the potential loss of life, property damage, and environmental degradation from natural disasters, while accelerating economic recovery from those disasters. ABAG continues to produce hazard maps, together with understandable documentation predicting functionality of our housing and transportation systems following major earthquakes and other disasters. ABAG has also initiated a major disaster resiliency initiative designed to help the region recover from a major disaster.

Bay Trail Development - The San Francisco Bay Trail Project, staffed by ABAG and funded by ABAG, MTC, and State park bonds assists cities, counties and special districts around the region with planning, design and construction funding to complete a 500-mile trail system along the Bay shoreline. With 325 miles in place, the trail connects 47 shoreline cities to the Bay, to each other, and to more than 130 parks, shoreline interpretive and recreational facilities, wildlife preserves and public open spaces.

ABAG staff planners work to ensure that the trail is incorporated into local general plans; city, county and regional bike plans; and shoreline development projects. Bay Trail staff has helped refine the design for public access within or adjacent to several large-scale improvement projects, including Eastshore State Park (Emeryville, Berkeley, Albany, and Richmond), Oakland's Waterfront Pathway, Hunter's Point Naval Shipyard (San Francisco), Highway 237, and Highway 101. Bay Trail staff also is working to incorporate public access into plans for the conversion of seven military bases around the region, as well as the South Bay Salt Pond Restoration area, North Bay wetlands, and across all major toll bridges.

Bay Trail maps have been updated to reflect new trail segments, waterfront destinations, and recommended hikes/bike rides.

B. **Local Services**

Technical Assistance - Drawing on capabilities developed in ABAG's planning and service programs, technical assistance is made available to local and state governments and the private sector in accord with ABAG's policies on cost reimbursement. Services include: data development and analysis; assistance in developing plans and plan elements; conducting special studies and demonstrations, and report preparation, media consultation and support and GIS.

D. **Conference Services**

ABAG conference services offer conference organization, logistics and production assistance to public and private sectors. ABAG has produced conferences, workshops and training programs for as many as 10,000 people and as few as 25. ABAG conference services offer complete packages from concept to delivery including announcements, organizing and development conference materials and registration.

E. **Citizen Participation**

The goal of ABAG's citizen participation program is to involve Bay Area residents in regional and sub-regional planning, and to ensure two-way communication. ABAG is dedicated to informing citizens of its research, planning programs and services as well as encouraging citizen involvement in the development of those activities. As an integral part of the continuing operation of the Association, citizen participation is solicited at two levels: interaction with ABAG policy boards and committees and education through the public information services of the Communications and Government Affairs Office.

Citizen participation takes place in the following ways and areas:

- Policy Boards and Committees are comprised of locally elected officials
- Standing committees, task forces, and advisory committees include members of community groups, representative so special interests and staff members of governmental and non-governmental agencies. All meetings are noticed, and are open to the public.
- Public discussions/public hearings are held on major issues being considered by ABAG policy committees, such as: growth management, housing, economic development, air and water quality, safety, recreation, regional strategies; projections of population, land use, employment and housing; State legislation and constitutional revision proposals.
- There is an opportunity for public comment at every ABAG public meeting, providing the opportunity for citizens to express their views on any item on or off the agenda.

Communications Program

The Communications and Government Affairs staff provide information to members and citizens about ABAG, its research, services, regional planning activities, and state and federal legislation issues of regional concern; and solicits member and citizen participation in decision-making. Basic objectives are:

- To ensure that citizen involvement in ABAG decision-making is timely and that ABAG activities and policies are communicated to a regional audience;
- To employ modern communication techniques to reach the members and public through print and electronic media, to obtain greater public understanding of regional issues, and encourage inquiries and public contact with the agency;
- To utilize the Internet, through abagOnline, to disseminate ABAG information nationally and internationally as well as locally, regionally and statewide;

- To work with libraries, schools, community organizations, and other government agencies on cooperative educational programs, to expand the numbers of informed and involved citizens;
- To assist the ABAG staff in planning, coordinating, and facilitating meetings, conferences, seminars and General Assembly, to ensure wide public involvement; and
- To create, promote and produce special events to involve the public directly in ABAG programs.

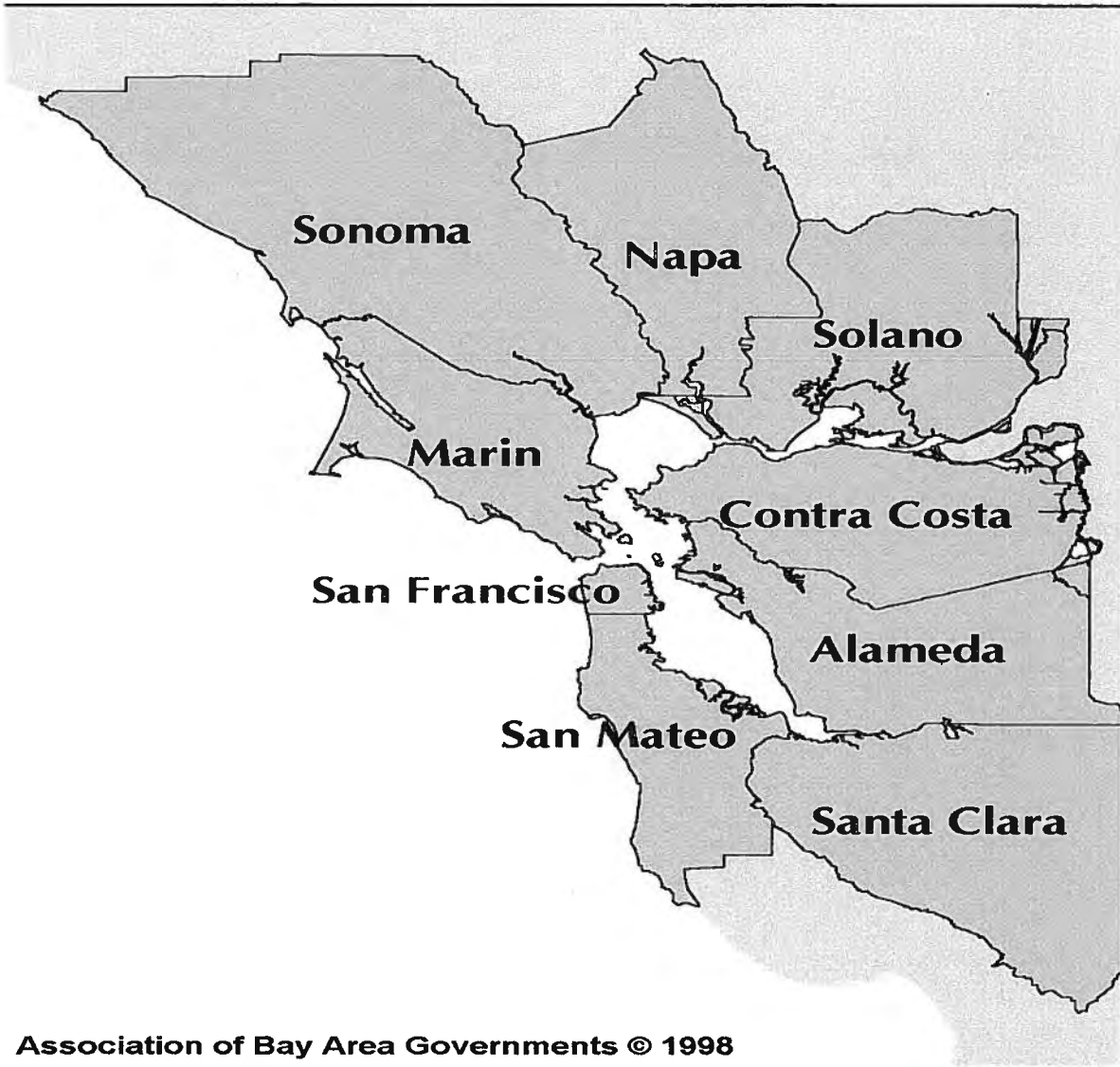
F. Equal Opportunity

ABAG maintains a fundamental commitment to achieving a more equitable distribution of the region's resources among Bay Area residents. Particular effort is given to improving resource accessibility and service to disadvantaged populations. The Affirmative Action Officer monitors, reports progress, and advises the Executive Director regarding annual objectives. Outreach to ethnic minorities remains part of ABAG's recruitment efforts. Training and advancement of ethnic minorities, women, and the disabled remain high among ABAG priorities. Also, the Agency remains committed to other components of its overall Affirmative Action Program including contracting with minority consultants and banks, and minority involvement in ABAG policy bodies and committees. ABAG is also committed to increasing opportunities for workers with disabilities.

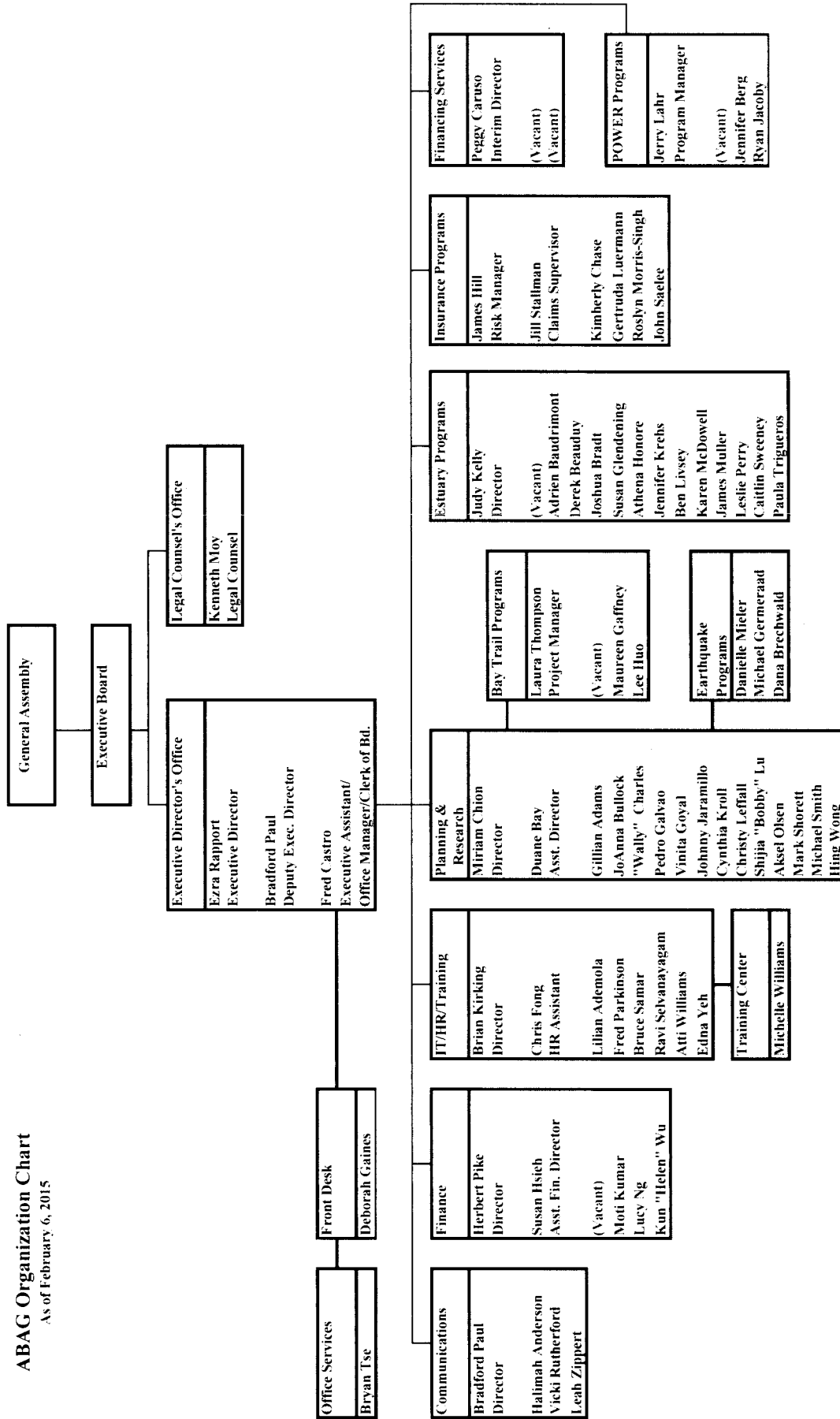
The Regional Plan for the San Francisco Bay Area includes the following Equal Opportunity policies:

- a. Citizen participation and input in regional decision-making. Alienation must be avoided. Minorities, especially low income minorities, tend to have minimal participation in the political process at all levels. They should be brought into the areas of political decision-making as much as possible.
- b. Gaining and maintaining Economy/efficiency through units of government that deliver effectively such services as sanitation, police and fire protection, recreation, as well as health and welfare services.
- c. Legitimacy. In order for the preceding values to be maximized in a system of regional governance, the system must be perceived as legitimate. This can come about only if the economic and social needs of low income and minority people are made an explicit part of regional objectives, policies, and actions.
- d. Indian Tribes. Continue to meet with the Bay Area Tribal Summit to share information about FOCUS and other planning initiatives that may be of interest to tribal governments. Continue to send announcements about upcoming conferences and workshops to the tribal governments.

**ATTACHMENT 1
San Francisco Bay Area Map**



ABAG Organization Chart
As of February 6, 2015



METROPOLITAN TRANSPORTATION COMMISSION

CHAPTER 1: MTC PROSPECTUS

**FINAL
FY 2015-16**

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Attachment 1: MTC Staff Organization Chart

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, ABAG and MTC outline objectives and institutional arrangements, as well as the schedule to achieve these objectives;

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

Section III – BUDGET: This section summarizes the regional planning funds available to ABAG and MTC during FY 2015-16.

Moving Ahead for progress in the 21st Century Act (MAP-21): requires metropolitan planning organizations (MPOs) to work cooperatively with federal and state agencies, local transportation agencies, local governments, public transit operators, tribal governments, and various stakeholders to develop regional transportation plans and transportation improvement programs for urbanized areas of the state

The Region produces two documents—updated periodically—that comply with federal requirements: the *Regional Transportation Plan* (RTP) and the *Transportation Improvement Program* (TIP). The Commission adopted the current RTP, known as Plan Bay Area in July 2013 and the 2015 TIP in September 2014. As stipulated in MAP-21, these documents provide for the development and integrated management and operation of transportation facilities that function as a regional system as well as the state and national intermodal transportation systems. These plans and their corresponding policies, strategies and investments embody the eight MAP 21 planning factors as follows:

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

- promote efficient system management and operation, and
- emphasize the preservation of the existing transportation system.

This OWP describes the tasks and products proposed by the region to implement the transportation system and services articulated in MAP 21 and goals embodied in MTC's RTP.

II. Bay Area Implementation of FY2015-16 Planning Emphasis Areas

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

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

FHWA in consultation with FTA have jointly issued the planning emphasis areas (PEA's) for FY 2015-16:

- MAP-21 Implementation: Performance-based Planning and Programming
- Models of Regional of Planning Cooperation: Promote coordination across MPO boundaries
- Ladders of Opportunity: Access to Essential Services

The discussion below highlights the areas in MTC's work program that relate to the PEAs for FY15-16.

MAP 21 Implementation:

Performance-based Planning and Programming

Performance-based planning is systematic and analytic. It expresses policy in terms of quantifiable objectives, sets-up a decision-making framework to evaluate both transportation policies and investments, and through continued evaluation of performance trends, gives decision-making bodies an opportunity to make adjustments in policy and/or investment priority when needed. In this vein, the Commission continues to embrace a performance-based approach to its long-range transportation planning and programming activities to focus on measureable outcomes of potential investments and the degree to which these investments support stated policies.

The use of performance measures is not new to Bay Area planning and programming. SB 1492 (Statute of 2002) requires the Commission to establish performance measurement criteria on both a project and corridor level to evaluate and prioritize all new investments for consideration in the Regional Transportation Program. MTC has conducted performance assessments for the 2001 Regional Transportation Plan, Transportation 2030 Plan in 2005, and the Transportation 2035 Plan in 2009. These assessments were a central focus for Plan Bay Area (SCS/RTP) adopted in 2013 to ensure that the transportation network supports the region's land use vision. In summary, the adopted performance targets for Plan Bay Area (RTP/SCS) include:

- Climate Protection
- Adequate Housing
- Healthy and Safe Communities
- Reduce the number of injuries and fatalities from all collisions
- Increase the average time walking or biking per person per day
- Open Space and Agricultural Preservation
- Equitable Access
- Economic Vitality
- Transportation System Effectiveness
- Maintain the transportation system in a state of good repair

This work program continues to emphasize the use of performance measures and performance monitoring in the development and update of Plan Bay Area. MTC is working with staffs from FHWA, FTA, Caltrans, local government and stakeholders to define appropriate performance measures for the update of the long-range plan in 2017.

Models of Regional Planning Cooperation:

Promote cooperation and coordination across MPO boundaries

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

While the primary goal of SB 375 is to reduce GHG emissions and identify a development pattern to house the future regions population reductions), there are several co-benefits of an integrated land use and transportation planning:

- Integrating land uses (jobs, stores, schools, homes, etc.) and encouraging more complete communities can reduce automobile trips and emissions.
- Clustering more homes, jobs and other activities around transit can make it easier to make trips by foot, bicycle or public transit.
- Planning land uses and transportation together can help improve the vitality and quality of the region and its communities.

ABAG and MTC developed and will update Plan Bay Area in partnership with the Bay Area Air Quality Management District and the San Francisco Bay Conservation and Development Commission. To develop and update the Plan, the four regional agencies team with local governments, county congestion management agencies, local planning and public works directors, city and county managers, public transit agencies, interested residents, stakeholders and community groups to ensure that all those with a stake in the outcome are actively involved in the Strategy’s preparation.

Because state and federal law require everything in the plan to be consistent, the RTP’s investments must be consistent with the SCS and local land-use plans and must be judged to be realistically achievable in the RTP’s 25-year planning horizon.

ABAG administers the state-required Regional Housing Need Allocation (RHNA). State law requires that the RHNA follow the development pattern specified in the SCS. The next RHNA cycle will occur with the update of Plan Bay Area in 2021.

In addition to collaboration with partner agencies and local jurisdictions throughout the 9-county San Francisco Bay Area, the update of Plan Bay Area will incorporate a higher level of coordination and communication with counties and MPOs on the perimeter of the Bay Area, particularly San Joaquin County and the San Joaquin Council of Governments (SJCOG). To ensure consistency to the extent possible, between the update of Plan Bay Area and SJCOG's RTP/SCS staff from the respective agencies will share and coordinate information related to data collection, forecasts, modeling inputs/outputs, analysis and planning assumptions. This work has already commenced and will continue in FY 15-126. This coordination may serve as a basis for further collaboration related to future implementation. Given the Bay Area's significant economic and transportation-related connectivity with San Joaquin County, coordination with the county is prioritized amongst adjacent counties and will serve as a basis for future efforts with other contiguous MPO regions/counties.

Ladders of Opportunity:

Identify transportation connectivity gaps to essential services

MTC has a long history of providing for extensive public involvement and implementing policy measures and investments to provide for access to essential services. MTC's Public Participation Plan (PPP), updated and adopted in 2015 in preparation for Plan Bay Area 2017, provides a basis for a comprehensive approach to public engagement including outreach to communities of concern and all segments of the region's population. MTC'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. Public participation is essential in developing planning and funding priorities for the Regional Transportation Plan and Transportation Improvement Program to identify issues of concern and issue areas that require further analysis, discussion, and input to Commission decisions. The Public Participation Plan outlines the Commission's guiding principles for conducting public outreach includes detailed information on opportunities for public engagement.

MTC fully documents the public participation process implemented during the development of the Regional Transportation Plan and Transportation Improvement Program, reports on the key messages heard from the public, and provides responses on how those comments are addressed in the planning process.

Plan Bay Area

The Regional Transportation Plan (RTP) sets forth a regional policy and investment framework to maintain, manage and strategically expand the Bay Area's State highways, streets and roads, and transit systems. Over the years, the scope of the RTP has broadened beyond addressing the region's mobility and surface transportation infrastructure needs to include innovative ways to integrate transportation and land use, improve air quality, and address social equity and climate change. The RTP planning process has greatly expanded to include intensive interagency collaboration and public outreach and involvement. The Commission's current RTP/SCS – *Plan Bay Area* – integrates transportation, housing and land use as a way to reduce greenhouse gas emissions, provide for a strong regional economy and improve regional resiliency.

The next RTP/SCS, Plan Bay Area 2017 is currently under development. Plan Bay Area addresses federal planning requirements as set forth in SAFETEA-LU and MAP-21 and also CA Senate Bill 375. In the Bay Area, MTC works in partnership with ABAG as well as CMA's, Caltrans District 4, BAAQMD, BCDC, transit agencies and local jurisdictions to update the plan. Plan Bay Area 2017, is being advanced as a focused update of the current Plan, with limited revisions to the existing plan and a strategic focus on a few emerging areas including Climate Adaptation, Evolving Transportation Technologies and Transit Capacity. Plan Bay Area 2017 is expected to be adopted in spring 2017.

Plan Bay Area incorporates the “Three E” goals of sustainability — Economy, Environment and Equity. The Plan was developed in collaboration with local government officials and Bay Area residents help support a prosperous and globally competitive economy, provide for a healthy and safe environment, and produce equitable opportunities for all Bay Area residents. MTC and ABAG have established targets or benchmarks for measuring our progress toward achieving these goals as mentioned above, which are consistent with the Ladders of Opportunity PEA.

MTC focuses on Access to Essential Services as part of its planning processes, including, but not limited to:

- Increased interaction with members of the social equity community, and public health field through its Policy Advisory Council, pedestrian and bicycle advisory groups, technical ad hoc committee on performance measurement, and other groups focused on development of the Sustainable Communities Strategy/Regional Transportation Plan.
- MTC had developed and integrated the Communities of Concern, a geographic framework that identifies places in the Bay Area with a high population proportion related to various factors (e.g. minority, low income, limited English proficiency, etc.)
- Plan Bay Area’s Equity Analysis examines the distribution of benefits and burdens of the Plan between the Communities of Concern and the remainder of the region. It will be updated beginning in FY 15-16.
- MTC has funded and administered numerous Community-Based Transportation Planning efforts, in which access, opportunity and equity figure prominently as a community concern.
- MTC has advanced a Priority Development Area (PDA) Planning Program that has provided for neighborhood-level plans in many of the region’s Communities of Concern.
- MTC and ABAG incorporated equitable access as a Performance Measure for Plan Bay Area.
- Transportation Projects are assessed in Plan Bay Area in relation to whether they serve Communities of Concern and provide for Equitable Access.
- In addition to the Policy Advisory Council, a Regional Equity Working Group encompassing key stakeholder representatives and local agency staff will inform the update of Plan Bay Area.

Work Program Development

The planning program funds that MAP-21 provides to MTC are used for developing the long-range transportation plan, which integrates our overall transportation planning activities, including airport/seaport, intermodal facilities, transit, bicycle/pedestrian and corridor planning activities.

The work elements included in this OWP have been developed in additional detail as was previously requested by Caltrans and FHWA staff through past state audits and federal MPO certifications. The reader will note that the work elements described in this OWP update have been expanded to provide more detail on program descriptions, objectives, planning factors addressed, key products and key implementation milestones.

As mentioned above, MTC and ABAG jointly prepared and are updating Plan Bay Area, The region’s RTP/SCS, which integrates land use and transportation plans as required by SB 375. This SCS/RTP is an integrated plan that identifies a preferred land use plan that promotes more focused development and better jobs/housing fit that is supported by a transportation network that fosters smarter growth and economic vitality in the region.

III. MTC Organization

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

Planning Area

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

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

Metropolitan Transportation Commission

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

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

MTC Committees

Six standing committees (comprising seven or more commissioners each) make recommendations to the full Commission. The six committees are Administration, Executive, Legislation, Planning, Operations, and Programming and Allocations. The responsibilities of these six committees are listed below. A select committee on Transit Sustainability has been established to oversee the project on this subject.

MTC Committee	Responsibilities
Administration Committee	<ul style="list-style-type: none">• Oversight of Agency Operations• Financial Reports/Audits• Agency Budget• Contracts

MTC Committee	Responsibilities
	<ul style="list-style-type: none"> • Commission Procedures
Executive Committee	<ul style="list-style-type: none"> • Acts on matters of urgency brought before it by the Chair between Commission meetings • Acts on other matters assigned by Commission Chair
Legislation Committee	<ul style="list-style-type: none"> • Develop specific legislative proposals • Develop MTC policy positions on major legislative and regulatory proposals initiated-by others • Represent the Commission in the legislative process • Develop procedures for public information, press relations and citizen participation • Review, adopt and oversee public information, press relations and citizen participation programs
Planning Committee	<ul style="list-style-type: none"> • Agency Work Program • Monitor, direct and update work program and program budget – including the scope of consultant contract • Review planning and policy issues, review recommendations on evaluations of these issues from advisory and special committees, and examine planning issues against the SCS/RTP • Sustainable Communities Strategy/Regional Transportation Plan • Coordinate the SCS/RTP with other regional plans, including Bay Area Air Quality Plan, Bay Area Seaport Plan; Regional Airport Plan and BCDC's Bay Plan
Operations Committee	<ul style="list-style-type: none"> • Oversight of Transportation System Management & Operational Activities • Customer Service Programs • Agency Contracts Re: System Management & Operations
Programming and Allocations Committee	<ul style="list-style-type: none"> • Fund Estimate • Fund Allocations • Fund Programming • State Transportation Improvement Program (STIP) • Federal Transportation Improvement Program (TIP)

Bay Area Headquarters Authority

The Bay Area Headquarters Authority or “BAHA” is a joint exercise of powers authority between the Authority and MTC. BAHA was created to plan, acquire, and develop office space and facilities and undertake related activities by exercising the common powers of the Authority and MTC and the powers separately conferred by law. The Authority authorized the acquisition and development of an office facility at 375 Beale Street in San Francisco, California (the “Administration Building”). The building will have the Bay Area Air Quality Management District (the “Air District”), the Association of Bay Area Governments, and other governmental or private tenants, in addition to being the headquarters of MTC and the Authority. BAHA has entered into a Lease Purchase Agreement with the Air District under which the Air District will lease an area equivalent to one floor and will have the option to purchase such space and a Memorandum of Understanding with the Association of Bay Area Governments (ABAG) reflecting an agreement for ABAG to purchase approximately 70,000 square feet in the building.

Bay Area Infrastructure Financing Authority

The Bay Area Infrastructure Financing Authority or “BAIFA” is a joint exercise of powers authority created by a Joint Exercise of Powers Agreement between the Authority and MTC. In

December 2006, BAIFA issued its \$972,320,000 State Payment Acceleration Notes (“SPANs”), the net proceeds of which are being used to finance a portion of the Seismic Retrofit Program described in this Information Statement. The BAIFA SPANs have no claim on and are not payable from toll revenues collected by the Authority. As of November 1, 2013, BAIFA extinguished its remaining debt.

SAFE

MTC Commissioners convene as the Service Authority for Freeways and Expressways (SAFE) for purposes of managing the Region’s call boxes and Freeway Service Patrol programs, in cooperation with Caltrans and the CHP.

BATA

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

Policy Advisory Council

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

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

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

The Bay Area Partnership

The Bay Area Partnership Board is a confederation of the top staff of various transportation agencies in the region (MTC, public transit operators, county congestion management agencies, city and county public works departments, ports, Caltrans, U.S. Department of Transportation) as well as environmental

protection agencies. The Partnership works by consensus to improve the overall efficiency and operation of the Bay Area's transportation network, including developing strategies for setting funding priorities for transportation improvements. This institutional framework ensures that widely varying local needs are recognized, but also requires that the partner agencies work with each other to coordinate services where their systems intersect or overlap. The Bay Area Partnership is a forum for communication, at many levels: at ad hoc meetings of the committee of the whole and regular meetings of its staff technical committees.

Air Quality Conformity Task Force

MTC's Air Quality Conformity Task Force serves as the forum for interagency consultation on the regional conformity analysis of the RTP and TIP, certain project-level conformity (such as the PM2.5 hot-spot analyses), development of the State Implementation Plan, and other planning areas such as the regional travel demand model development and monitoring of transportation control measures. The Conformity Task Force is open to all interested agencies, but includes staff of federal agencies (FHWA, FTA, EPA), Caltrans, California Air Resources Board, ABAG, BAAQMD, CMAs, County transportation agencies: all CMAs, and transit operators.

Joint Policy Committee

The Joint Policy Committee (JPC) coordinates the regional planning efforts of MTC, the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission. The JPC's primary initiative is climate protection. The JPC has twenty voting members: five from the Executive Board of ABAG, five from the BAAQMD Board of Directors, five BCDC Commissioners, and five MTC Commissioners. A representative of Secretary of the State of California's Business, Transportation and Housing Agency is a non-voting member.

CHAPTER 2.1: UNIFIED WORK PROGRAM

ABAG

FY 2015-16

SCOPE OF SERVICES FISCAL YEAR 2015-2016

The draft Scope of Services detailed in this appendix describes the work ABAG will carry out during FY 2015-2016. The final scope of work will be approved through an interagency agreement between MTC and ABAG.

WORK ELEMENT

Work Element 1.1 (101001): Planning Services and Research Program

1. Planning Services

Project Description

After the joint approval of Plan Bay Area by ABAG and MTC Boards on July 2013, staff is working cooperatively with MTC and local government partners to implement the plan by directing resources to the PDAs and addressing the key housing and economic development challenges.

It is apparent that resources necessary to implement Plan Bay Area are limited and a dedicated effort is needed to realize the vision for the region. Staff will develop and pursue a legislative agenda that seeks to identify funding and adopt policies that advance PDA growth and development.

The planning objectives for fiscal year 2015-2016 are to:

- Develop land use scenarios for Plan Bay Area 2017 in coordination with local jurisdictions and partner agencies
- Identify and implement affordable housing production and economic development strategies that support the land use pattern in Plan Bay Area
- Develop and pursue a legislative agenda to identify and obtain funding to advance growth in PDAs
- Jointly complete land-use supportive policies to implement Plan Bay Area with MTC
- Coordinate implementation of the One Bay Area Grant (OBAG) with MTC
- Establish and implement the OBAG Priority Conservation Areas program
- Manage PCA and PDA Planning grants
- Coordinate implementation of the Transit Oriented Affordable Housing Fund with MTC
- Provide technical assistance to PDAs
- Identify model infrastructure projects in PDAs
- Coordinate the implementation of selected subregional strategies in the PDAs in the Inner Bay Corridors (Grand Boulevard Initiative, San Pablo Corridor, and Oakland to San Jose Corridor) relative to infrastructure needs, employment centers, and transit access.
- Develop policy related to planned capacity for employment growth in relation to housing and transportation

Planning Factors Addressed

- Support the economic vitality of the Bay Area, especially by enabling global competitiveness, productivity, and efficiency
- Support the economic and environmental sustainability and equitable development of the region
- 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

Previous Accomplishments

Previous accomplishments include:

- Adoption of Plan Bay Area on July 2013
- Assessment of PDAs along the Inner Bay Area Corridors
- Economic and demographic analysis have been reorganized
- The PDA Growth and Investment Strategies Reports were completed by the Congestion Management Agencies supported by ABAG and MTC staff. New PCA criteria was developed
- PDA criteria were reviewed and reaffirmed for the next round of OBAG funding.
- Scope of work and schedule for Plan Bay Area 2017 were developed.

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1	Develop, manage, and monitor progress on the overall work plan and schedule for PDA implementation . [Ref: 2.2]	<ul style="list-style-type: none"> ▪ Technical memos and reports ▪ Attendance at local TAC, CMA, and working group meetings ▪ Administer planning grants ▪ New PDAs; PDA website update ▪ Inner Bay corridor work groups ▪ Corridor economic strategies 	7/01/15	6/30/16
2	Research, engagement, advocacy, and information sharing to increase affordable housing funding, remove housing production barriers, and promote affordable housing preservation.	<ul style="list-style-type: none"> ▪ Technical memos and reports ▪ Attendance at local TAC, CMA, and working group meetings ▪ Implementation of funding gap strategies ▪ Housing Policy Database ▪ Outreach materials to support affordable housing 	7/01/15	6/30/16

	[Ref: 2.3]	<ul style="list-style-type: none"> ▪ Housing Element implementation support 		
5	Implement PCA program in coordination with other agencies [Ref: 2.4]	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentations ▪ Revised PCA framework 	7/01/15	6/30/16
6	Work with MTC to support RAPC [Ref: 4.3]	<ul style="list-style-type: none"> ▪ Attend/host meetings, participate in TAC 	7/01/15	6/30/16
7	Continue working with SFEP, BCDC, the JPC and other stakeholders on the Resilience Shorelines	<ul style="list-style-type: none"> ▪ Attend meetings, assist with report development, present findings 	7/01/15	6/30/16
8	Publish Intergovernmental Review Newsletter (aka CEQA Clearinghouse) [Ref: 4.6]	<ul style="list-style-type: none"> ▪ Post projects which have complied with intergovernmental review procedures 	7/01/15	6/30/16
9	Provide external communication support for planning activities [Ref: 3.0]	<ul style="list-style-type: none"> ▪ Outreach materials for local governments and external stakeholders ▪ Attend/host meetings with stakeholders ▪ Respond to information requests from press and public 	7/01/15	6/30/16

Anticipated Future Activities

- Support equitable development and infrastructure investments in PDAs
- Identify alternative strategies for the preservation and production of affordable housing
- Support collaboration and sustainable development along the Inner Bay Area Corridors
- Strengthen the Resilient Shorelines program

2. Regional Research, Modeling and Analysis

Project Description

- Maintain and expand databases to support economic and demographic analysis, assessment of land use decisions, and economic development
- Design a system to track new housing and commercial development and land allocation for housing and major new employment centers.
- Undertake studies focusing on economic growth, including drivers and constraints, the locational choice of jobs and housing, implications of changing demographics for housing demand and labor force growth, and other demographic issues.
- Provide forecasting, customized data, analysis and recommendations to MTC and other regional agencies, local governments, congestion management agencies and the private sector

- Work with member governments and adjoining regions to improve databases and model assumptions.
- Where appropriate, provide technical assistance to member governments in support of MTC's transportation planning responsibilities, and consistent with the agreed goals of the regional agencies
- Provide data, forecasting and analysis for the development of policies related to the PDA Growth and Implementation Strategy and the Projections
- Prepare material for Vital Signs performance indicators on land use and the economy

Planning Factors Addressed

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

Previous Accomplishments

- Publish regional forecast of population, employment and housing growth
- Revision of the UrbanSim Land Use Model
- Improved economic, demographic and housing modeling and analysis for Plan Bay Area Projections 2013
- Affordable Housing Gap Analysis
- Housing the Workforce, Economic Development, and Conservation and Open Space policy background papers
- Fair Housing and Equity Assessment

Work Plan

Task No.	Task Description	Work Products	Start Date	End Date
1	Work with consultant to refine regional Demographic Model, Economic Model and Housing Model [Ref: 5.1]	<ul style="list-style-type: none"> ▪ Technical memos and reports ▪ Data products 	7/01/15	6/30/16
2	Prepare and publish regional forecast of jobs, population and housing [Ref: 5.2]	<ul style="list-style-type: none"> ▪ Technical memos and reports ▪ Data products 	7/01/15	6/30/16

3	Conduct economic analysis that supports PDA growth and implementation strategy [Ref 5.3]	<ul style="list-style-type: none"> ▪ Technical memos and reports ▪ Data Products 	7/01/15	6/30/16
4	ABAG and MTC staff coordinate to establish common approaches, processes and protocols related to data gathering, forecast approach and land use and transportation model (e.g. Land use and economic analysis for MTC Vital Signs, research memos related to regional and UrbanSim modeling) [Ref: 5.4]	<ul style="list-style-type: none"> ▪ Regular meetings ▪ Coordination tools ▪ Technical memos and reports ▪ Data Products 	7/01/15	6/30/16

Anticipated Future Activities

Regional Economic Model, Model Implementation, Economic Analysis and Demographic Forecast, Participation in UrbanSim Design

The ABAG Research, Modeling and Analysis activity will focus on the quality of our demographic data and economic analysis. With the anticipated shifting of some of the land use modeling to MTC, ABAG’s role in forecasting will shift somewhat, but will remain crucial to both regional and intraregional projections. Our research staff will

- Continue to strengthen the regional economic and demographic modeling systems.
- Analyze information on migration and demographic information as well as the restructuring of the regional economy in the Bay Area. Coordinate with MTC and collaborate with UC Berkeley on the revised land use model. Continue to integrate local policy into the intraregional forecasting (UrbanSim) will allow us to better understand development trends areas across neighborhoods and to assess the feasibility of PDA plans.
- Efforts will continue to improve information on the existing housing development, costs of construction, and commercial and residential rents in the region. ABAG staff will work with local agency staff to develop a tracking system for identifying development prospects, plans and new residential and large nonresidential projects.

APPENDIX C
ABAG BUDGET SUMMARY
MTC/ABAG JOINT PROGRAM, FY 2015-16

WORK ELEMENT	FTA 5303	Estimated FTA 5303 Carryover	FHWA PL	Estimated FHWA PL Carryover	General Fund Matching Funds	STP PL	PDA PL	Prop 84	TOTAL
Regional planning, modeling, research and outreach, including intergovernmental coordination	\$244,887	\$108,543	\$1,015,000	\$465,565	\$456,204	\$699,000	\$660,000	\$666,909	\$4,316,108
Totals	\$244,887	\$108,543	\$1,015,000	\$465,565	\$456,204	\$699,000	\$660,000	\$666,909	\$4,316,108

Note: ABAG will apply for Prop 84 funds

CHAPTER 2.2: UNIFIED WORK PROGRAM

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

FY 2015-16

Caltrans Work Elements

Goals and Objectives

Caltrans Work Elements advance the vision of the California Transportation Plan (CTP) to promote a fully integrated, multimodal, sustainable transportation system that supports the three outcomes (3Es) that define quality of life: prosperous economy, human and environmental health, and social equity. Caltrans has the responsibility to steward federal transportation planning funds and ensures that the current Federal Planning Factors and Planning Emphasis Areas are considered and addressed in the San Francisco Bay Area's Overall Work Program.

Caltrans planning activities support goals established in the regional transportation planning guidelines adopted by the California Transportation Commission (CTC), which closely linked transportation planning and land use planning in response to the passage of Senate Bill 375 in September of 2008. As an outcome of this legislation, the reduction of greenhouse gases (GHG) has become one of the key priorities in the transportation planning process in addition to improving transportation mobility, addressing federal air quality criteria pollutants and ensuring that the statewide regional transportation planning activities address tribal, local, regional, and statewide mobility and economic needs.

With the passage of Assembly Bill 32 and Senate Bill 375, the reduction of greenhouse gases (GHG) has become one of the key priorities in transportation planning. Caltrans is responding to these legislative initiatives through planning activities that promote an integrated, multimodal transportation system. Another key piece of legislation for state planning is Senate Bill 391 (SB 391).

SB 391 requires the State's long-range transportation plan, the CTP, to address the goals and intent of the legislation by identifying the statewide, integrated multimodal transportation system that will be needed to achieve maximum feasible reductions in GHG emission. In response to this requirement, Caltrans has prepared the California Interregional Blueprint Interim Report, December 2012, which articulates the State's vision for an integrated multimodal transportation system that complements regional transportation plans and land use visions. This strategic framework provides the basis for the State's CTP 2040 scheduled for approval in December 2015.

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Work Element 6.1 – California Transportation Plan 2040 (CTP 2040)

Objectives

- To assist Caltrans headquarters Division of Transportation Planning (Sacramento), in meeting the goals and intent of Senate Bill (SB) 391 (Liu):
- Identify the statewide integrated multimodal transportation system.
- Develop a California Transportation Plan by December 31, 2015 that identifies the integrated multimodal system needed to achieve maximum feasible greenhouse gas emission reductions.
- To disseminate the latest information on any update of the state plan to the Department's internal functional units and with external partners, including tribal governments.

Description

The California Department of Transportation (Caltrans) is enhancing the State's transportation planning process to respond to future challenges. 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 is preparing the California Transportation Plan 2040 (CTP 2040) a state-level transportation blueprint to articulate the State's vision for an integrated, multimodal interregional transportation system that complements regional transportation plans and land use visions. CTP 2040 will integrate the State's long-range modal plans and Caltrans-sponsored programs with the latest technology and tools to enhance our ability to plan for and manage the transportation system.

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 2040.

Current Tasks

- Review & comment on Draft Materials.
- Participate in Monthly Teleconference updates.
- Share the CTP 2040 updates with the Metropolitan Transportation Commission as well as other stakeholders including the Tribal Governments.
- Assist HQ in coordinating HQ/District-MPO Visit(s).
- Assist HQ in coordinating any public workshops held in the District.

Products

CTP 2040

Estimated Completion Date

Ongoing 2012/13 to 2015/16

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.2 – State Transportation Project Inventory (STPI)

Objectives

Using GIS software, the STPI tool displays the transportation system including programmed and planned projects. It shows where transportation investment is currently underway (programmed) and where it will be (planned) over the next 25 years. Included in the dataset are highway, rail, airport, bicycle, pedestrian, and transit improvement projects at both the State and regional levels.

STPI's sketch-level datasets assist transportation planners and professionals to visualize project locations relative to other geographic features. The datasets are useful in identifying and assessing gaps, overlaps, and inconsistencies in planned transportation projects, in addition to providing preliminary environmental impact analyses. The tool can help analysts and decision-makers provide strategies for meeting future transportation needs and identify improvement priorities. It also provides opportunities to improve timing and coordination of projects.

Description

In 1998 during the update of the California Transportation Plan, a team comprised of Department staff and regional agency partners identified the need to integrate existing long-range plans of both the State and regional transportation planning agencies by creating a map, using GIS software, of the current and planned transportation system. In January of 2001, the first version of the GIS Tool, called the California Transportation Investment System (CTIS) was released.

Over time, the tool was updated and modified, but eventually became difficult to maintain given changes in GIS technology and end user needs. It was determined that a newer version of CITS was needed to take advantage of current GIS and technology and provide Planners with a tool to help inform decision making and development of the next iteration of the California Transportation Plan. This tool, called the State Transportation Project Inventory (STPI), is being designed as a geospatial database containing all statewide transportation projects (listed in all regional and state planning and programming documents, covering all travel modes, in all jurisdictions) as a consolidated list, in a standardized format, to provide a high quality geo-referenced data repository needed for analysis and mapping. Consultant will work with agencies to collect the data and geo reference each project, and construct a comprehensive GIS data repository compatible with ESRI platform.

The key deliverable will be a geo-referenced data file, and will include both feature classes and data tables (including spatial and attribute). The data repository will ultimately be stored on the Caltrans network in a single file.

Previous and Ongoing Related Work

- A consultant team has been brought in to populate the STPI database with planned and programmed project information.
- Programmed project data (STIP/SHOPP) is available internally.

Tasks

- Provide input to HQ with regard to development of STPI data listing, including appropriate data fields.
- Coordinate with HQ/consultant team charged with populating STPI database.
- Review and verify data for District in the STPI tool.
- Evaluate tool and provide feedback for tool improvement.

Products

Estimated Completion Date

- Georeferenced listing of all programmed and
- planned projects

Ongoing

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 6.3 – Planning Liaison

Objectives

- To strengthen the connections between the Department’s long-range planning efforts, the Metropolitan Transportation Commission’s (MTC) regional planning and project selection process, and the District’s advance planning Corridor Studies /Project Study Reports and programming functions.
- To support a comprehensive project identification, selection and programming process.

Description

Provide a liaison role between Caltrans Planning, Programming, Operations and Design as well as coordination of local, State and federal programming [i.e. TIP/STIP - Interregional Transportation Improvement Program (ITIP) & State Highway Operations and Protection Program (SHOPP)], and planning documents (California Transportation Plan, Interregional Transportation Strategic Plan (ITSP) , Regional Transportation Plan/Sustainable Communities Strategy, and Countywide Transportation Plans).

Previous and Ongoing Related Work

- Monitor & Coordinate with Statewide Planning & Programming Initiatives (California Transportation Plan (CTP 2040); CTC STIP Guidelines and exercises.
- Monitor & Coordinate with the Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), and Countywide Transportation Plan Development.
- Monitor 10-Year SHOPP Plan development and biennial STIP & SHOPP Cycles.

Current Tasks

- Coordination with headquarters on the California Transportation Plan (CTP 2040) Update.
- Coordination with MTC on RTP/SCS (Plan Bay Area) implementation, and activities related to for the 2017 RTP/SCS (Open Houses, Call for Projects, Performance Measures, Project Evaluation).
- Coordination between Office of System & Regional Planning and Headquarters Division of Transportation Planning (DOTP) on new initiatives and draft legislation emanating from the federal, State, and regional levels.
- Monitor MAP 21 Implementation, next Federal Reauthorization efforts, and any new Federal Initiatives (ARRA, TIGER, etc).

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.4 – System Planning

Objectives

- Continue to serve as the principal mechanism for Caltrans long-range transportation planning at the corridor and system levels.
- Serve as Caltrans transportation planning liaisons with regional agencies and county Congestion Management Agencies (CMA).
- Incorporate and propose long-range solutions to the impacts of projected growth in the Bay Area in System Planning documents.
- Analyze the multimodal system for the purpose of integrating plans with a goal to enhance the interregional and regional movement of people and freight.
- Conduct transportation corridor planning in a way that defines how a travel corridor is performing, understanding why it is performing that way, and recommend system management strategies to address issues and challenges within the context of a collaborative long-range planning vision.
- Incorporate Complete Streets in System Planning processes and products by addressing transportation needs, safety and efficient access for all legal users of the system.
- Support Sustainable Community Strategies (SCS) by incorporating Smart Mobility Framework principles into System Planning process and products.
- Identify and elevate emerging transportation issues, trends, and opportunities such as Transportation System Management and Operations (TSMO) as well as threats such as the impacts on Climate Change on transportation infrastructure.
- Represent the State's interests by ensuring the region-to-region transportation needs are addressed, including the to-and-through movement of people and freight.
- Integrate principles of the Interregional Transportation Strategic Plan (ITSP) into the analysis and evaluation of all State highway corridors within District 4.
- Assist Program Management in coordination and presentation of information on (1) the Interregional Improvement Program (IIP) through a focused analysis of the Interregional Road System (IRRS) corridors traversing District 4, and (2) the Regional Improvement Program (RIP) and corridors defined in coordination with MTC and the nine Bay Area CMAs.
- Respond to special assignments initiated at the federal, state, regional or local level including development of plans, priorities, and projects lists based on new funding and programming opportunities.
- Work with the Office of Advance Planning on the development of Project Initiation Documents that are reflecting long-term System Planning priorities as expressed in district Transportation Concept Report (TCRs) and other district, local, regional, and statewide planning documents.

Tasks

- Update and lead the analysis and preparation of TCRs for each of the District's 56 routes.
- Represent Caltrans through regular attendance at monthly regional coordination meetings, CMA Technical Advisory Committee meetings, engage in the planning process and respond to requests from partner agencies and the public.
- In concert with appropriate District functional units and partner agencies, support activities related to the ongoing development and update of TCRs, Corridor System Management Plans (CSMP), the ITSP, the District System Management Plan (DSMP) and accompanying DSMP Project List.
- Provide assistance in the process to (1) relinquish existing State Highway System route segments to local agencies; and (2) adopt existing local arterials or newly constructed road facilities as route segments into the System. Relinquishment and route adoption are to be implemented only by mutual agreement between the State and appropriate local agencies.

- Review Caltrans documentation including, but not limited to, Project Initiation Documents, Caltrans Excess Land requests, and other transportation based documents with regard to System Planning issues.
- Provide System Planning input on environmental reports relating to local development projects and their impacts on the State Highway System.
- Cooperate with HQ on the development of research proposals, studies, policies and procedures to address changes in transportation demand, system characteristics and the role of the State in project planning, development, and delivery.

Products

Estimated Completion Date

- N/A N/A

Estimated Cost by Funding Source

Estimated Person-Months and Cost

- Not funded through the OWP process N/A

Work Element 6.5 – Partnership Participation/Planning Grants

Objectives

- Participate in transportation planning studies in partnership with local and regional agencies.
- Ensure implementation of planning studies awarded to District 4 agencies and provide contract management services.
- Serve as a liaison between internal Caltrans partners and external partners including Tribal Governments to ensure coordination of planning efforts between the various planning entities and levels involved..

Description

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

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

Previous and Ongoing Related Work

- Develop partnerships with the Metropolitan Transportation Commission, CMAs, local and regional transportation planning agencies by participating in partnership studies.
- Attend and participate in CMA local and regional transportation planning agencies meetings and Technical Advisory Committees (TAC).

Tasks

- Provide expertise to CMAs, local and regional transportation planning agencies on a range of transportation issues in a multi-jurisdictional environment.
- Participate, assist and consult with other Department functional units on transportation projects and studies. Assist in conflict resolution among partner agencies.
- Represent Caltrans before CMAs, local and regional transportation planning agencies to discuss projects, plans and studies.
- As an active partner, attend and participate in CMAs, local and regional transportation planning agencies Policy and Technical Advisory Committee meetings as necessary.
- Coordinate with MTC, CMAs, and other Local and Regional Transportation Planning Agencies to solicit planning grant proposals.
- Participate in Caltrans planning grants' call-for-projects.
- Assist local and regional agencies in the preparation of Caltrans planning grant proposals.
- Manage Partnership Planning grants awarded to District 4 agencies by serving as contract managers responsible for development and coordination of various contractual and budgetary agreements necessary to complete grant study awards on time and within budget.

Products

N/A

Estimated Completion Date

N/A

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Partnership Planning Grants

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

Caltrans Sustainable Transportation Planning Grants

Caltrans grants program has been revamped and is now called Caltrans Sustainable Transportation Planning. This grants program starts in FY 2015-16. There are two categories under this grant program: Category 1, Strategic Partnerships and Category 2, Sustainable Communities. Applications were received and selected and are listed in Appendix G.

Work Element 6.6 – Overall Work Program Management

Objectives

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

Description

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

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

Previous and Ongoing Related Work

- Monitor development and progress of the OWP planning activities and products.
- Administer Federal FHWA PL and FTA Section 5303 formulary funds.
- Coordinate with HQ and MTC staff the needed changes to improve process and content in the Request for Reimbursement and Quarterly Progress Reporting submittals.
- Continue to consult and coordinate with HQ and FHWA/FTA the implementation of early consultation process with regards to MTC's preparation for next FY's OWP.
- Continue to communicate and coordinate with MTC and HQ ORIP the resolutions to unresolved/reoccurring issues in previous OWPs.
- Assist Planning Managers in the administration of FHWA Partnership Planning and FTA 5304 grants under Caltrans Sustainable Communities Grant Program.

Tasks

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

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

Products

Estimated Completion Date

- Caltrans Work Elements for the OWP annual update February 2015
- Progress reports on Caltrans OWP activities Quarterly
- Reimbursement of CPG funds Monthly
- Participation at policy level meetings As Needed
- Amendment Approval Periodic
- Close-out packages for Discretionary funded projects As Needed

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process N/A

Work Element 6.7 – Local Development/Inter-Governmental Review (LD/IGR)

Objectives

To review and comment on federal, state and local environmental documents prepared pursuant to the National Environmental Policy Act and the California Environmental Quality Act to ensure that individual and cumulative impacts to state transportation facilities are identified and properly mitigated.

Description

Local Development-Intergovernmental Review (LD-IGR) is a mandated ongoing statewide effort focused primarily on avoiding, eliminating, or reducing to insignificance, potential adverse impacts of local development on the transportation system. This function reviews environmental documents and development plans submitted by lead agencies to evaluate the potential impacts of proposed projects on state facilities and pursue and monitor appropriate mitigation measures.

Previous and Ongoing Related Work

Caltrans has been reviewing environmental documents and plans for local development projects and transmitting written comments to lead agencies regarding potential impacts these projects may have on state facilities. Coordination meetings with lead agencies and developers are held when needed. Encroachment permits are reviewed for compliance with CEQA and to ensure that agreed upon mitigation measures are implemented.

Tasks

- Coordinate Caltrans review of environmental documents and development plans.
- Coordinate with and solicit comments from Caltrans functional units regarding local development projects that may potentially impact state facilities.
- Submit written comments to lead agencies on proposed projects and environmental documents.
- Coordinate and attend meetings with lead agencies, Tribal Governments, and developers to discuss local development projects.
- Review encroachment permits for compliance with CEQA and to ensure agreed upon mitigation measures are implemented.
- Attend public hearings, Tribal Council meetings, and local agency meetings related to land-use when necessary
- Conduct and/or attend scoping meetings when necessary.
- Coordinate with Headquarters on legislation related to the CEQA process.

Products

Estimated Completion Date

- Written comments to lead agencies on their proposed projects and environmental documents. Ongoing
- Documents on Tribal government-to-government relations Ongoing

Estimated cost by funding source

Estimated Person-Months and Cost

TBD

N/A

Work Element 6.8 – Caltrans Project Planning

Objective

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

Description

The major activity for this work element is the preparation and delivery of Project Initiation Documents (PIDs) in an appropriate form including Project Study Reports. PIDs study the proposed projects including the following tasks:

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

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

Previous and Ongoing Related Work

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

Tasks

- Implement procedures established in MOU between Caltrans and MTC covering Project Study Reports.
- Provide expertise to local agencies on the initiation of transportation projects.
- Provide coordination between engineering, highway operation, environmental, and right of way functions in the development of PIDs.
- Provide analysis of alternatives to eliminate fatal flaws.
- Include value analysis reviews whenever appropriate.
- Coordinate the formation of project development teams to ensure stakeholder input into project initiation and preprogramming phases.
- Coordinate with Bay Area Toll Authority (BATA) on prioritized toll bridge maintenance projects.

Products

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

Estimated Completion

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.9 – Native American Liaison

Objectives

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

Description

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

Previous and Ongoing Related Work

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

Tasks

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

Products

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

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Completion Date

Ongoing

Work Element 6.10 – Environmental Justice Planning Studies Program

Objectives

- To demonstrate the principles of Environmental Justice (EJ), as outlined in various State and federal statutes and directives, in the transportation investment decisions made by Caltrans and other public agencies and private organizations.
- To promote greater public involvement of traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e., African-American, Hispanic, Asian-American, American Indian/Alaskan Native, and Pacific Islander) community groups and leaders in transportation decisions and context sensitive planning, to prevent or mitigate disproportionate, adverse impacts of transportation projects while improving mobility, access and quality of life for diverse communities.

Description

- Caltrans, Division of Transportation Planning provides the Sustainable Communities Grant Program, which continues to uphold the objectives of the previous Environmental Justice Grant Program to support the Federal Transportation Planning goals under Title 23, U.S. Code, Section 134 and to be consistent with federal orders (Executive Order 12898, DOT Order 5610.2, and FHWA Order on EJ dated December 1998).
- Environmental Justice Planning supports and encourages efforts by all and diverse communities to integrate land use and transportation decisions, projects, plans, and activities.
- Environmental Justice Planning is a collaborative, comprehensive, and integrated process. The results of this process are intended to ensure that transportation investments are made that promote sustainable communities, provide for a resilient economy, foster the highest and best land uses, and expand transportation choices in an equitable manner to people in all segments of society. In balancing transportation investments, economic prosperity, community livability, and environmental protection, Caltrans will achieve widespread public involvement and equity in individual transportation choices.
- Caltrans Sustainable Communities Grant Program continue to promote the involvement of low-income and minority communities, and Native American Tribal Governments in the planning for transportation projects to prevent or mitigate disproportionate, negative impacts while improving mobility, access, safety, and opportunities for affordable housing and economic development.
- Environmental Justice Studies funded by Caltrans Sustainable Communities Grant Program support Senate Bill 375 (2008), Sustainable Communities Strategy (SCS) efforts, compliment the region's SCS efforts, and support Complete Streets and Smart Mobility Framework.

Previous and Ongoing Related Work

- Coordinate on a continuous basis with the Headquarters in regards to Environmental Justice Planning, Smart Growth, Livable Communities, and Public Participation concepts and policies.
- Coordinate with the Metropolitan Transportation Commission (MTC) and local agencies in regards to the Environmental Justice Planning Grants Program.

Tasks

- Interface with the MTC, local agencies, Native American Tribal Governments, private and non-profit organizations, community-based organizations and transit agencies, to address Environmental Justice, Smart Growth, and Livable Communities issues.
- Coordinate participation of other Department functional units as appropriate.
- Provide assistance to applicants in applying for Environmental Justice Planning Grants or other funding programs requiring/offering participation of the EJ Community.

- Monitor studies with a focus on serving and involving the EJ community funded by the Sustainable Communities Grant Program contracts.
- Review Project Study Reports (PSRS) and Project Reports for Title VI, Environmental Justice compliance.
- Conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e., Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and leaders.

Products

Estimated Completion

- | | |
|---|----------------------------|
| • Management of EJ Grants | Varies with the Award Year |
| • Documentation of outreach efforts and meetings | |
| • with traditionally under-represented and under-served populations and their community leaders | Varies with the Award Year |

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process	N/A
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Environmental Justice (EJ) Grants

Please see Appendix D for the active planning projects funded by previous Environmental Justice Grant Program.

Caltrans Sustainable Transportation Planning Grants

Caltrans grants program has been revamped and is now called Caltrans Sustainable Transportation Planning. This grants program starts in FY 2015-16. There are two categories under this grant program: Category 1, Strategic Partnerships and Category 2, Sustainable Communities. Applications were received and selected and are listed in Appendix G.

Work Element 6.11 – Community Planning and Public Engagement

Objectives

- To effectively link transportation and land use planning at the community level.
- To seek innovative solutions to transportation issues, problems, and constraints.
- To actively involve all segments of the public through outreach efforts to the traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (e.g., African-American, Hispanic, Asian-American, American Indian/Alaskan Native, and Pacific Islander) community groups and leaders in transportation planning and decision-making.
- To provide a forum for discussing issues related to the function of conventional state highways as main streets, including the potential relinquishment of state routes to local control, with cities, counties and other local agencies.
- To provide funding for Sustainable Transportation Planning grant proposals.

Description

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

Previous Related Work

- Coordinated with local agencies in regard to the Fiscal Year 2013/2014 Community-Based Transportation Planning grants.
- Coordinated on a continuous basis with Caltrans Headquarters in regard to Sustainable Transportation Planning grants, context sensitive solutions and Complete Streets Policy implementation, and regional growth issues and performance and impact measures.
- Coordinated meetings on context sensitive solutions and complete street design for conventional highways with local agencies and district staff from various functional areas.
- Provided written comments on local development proposals and land use plans to promote measures to reduce regional vehicle miles traveled and improve pedestrian and bicycle access to regional transit facilities.

Tasks

- Coordinate with other District 4 planning branches to organize an annual grant application solicitation cycle for the Caltrans Sustainable Transportation Planning grant program.
- Provide feedback to agencies interested in vying for Sustainable Transportation Planning grants and evaluate applications received.
- Continue to coordinate with Caltrans Headquarters in regard to Sustainable Transportation Planning grants, context sensitive solutions and Complete Streets Policy implementation, and regional growth issues and impacts.
- Coordinate meetings on context sensitive solutions and complete street design for conventional highways with local agencies and district staff from various functional areas.
- Review local land use plans and development proposals and provide comments on measures to reduce regional vehicle miles traveled and improve pedestrian and bicycle access to regional transit facilities.
- Provide the district with information on current regional growth and community planning issues and prepare fact sheets as required for district management.

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

Products	Estimated Completion Date
• Analysis and ranking of Sustainable Transportation Planning grant applications.	Annual
• Monitoring the work of projects receiving grant funding.	Ongoing
• Development of the fund transfer agreements for agencies awarded grant funding.	Annual
• Participation in regional growth meetings/workshops.	Ongoing
• Preparation of technical information for internal and external partners.	Ongoing
• Public participation service request development and monitoring.	As required
• Processing of Public Participation Consultant Services task order invoices.	As required
• Development of quarterly reports for both Headquarters & District Planning.	Quarterly
• Coordinating context sensitive solutions and complete street design review meetings with local agencies.	Ongoing
• Providing comments on local land use plans and development proposal regarding measures to reduce regional vehicle miles traveled.	Ongoing

Caltrans Sustainable Transportation Planning Grant Program

The Caltrans Sustainable Transportation Planning grant program was created to support the California Department of Transportation (Caltrans) current Mission: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.* Although dedicated grants no longer exist for Environmental Justice and Community-Based Transportation Planning, these important areas are still eligible for funding within the Sustainable Transportation Planning Grant Program within the Sustainable Communities category beginning with the 2015/2016 Grant Cycle.

Grants assist local agencies to better integrate land use and transportation planning, to develop alternatives for addressing growth, and to assess efficient infrastructure investments that meet community needs. These planning activities are expected to help leverage projects that foster sustainable economies, increase available affordable housing, improve housing/jobs balance, encourage transit-oriented and mixed-use development, expand transportation choices, reflect community values, and include non-traditional participation in transportation decision making.

Grant funded projects demonstrate the value of these new approaches locally and provide best practices for statewide application. The maximum amount available per grant is \$500,000, with a requirement that the local agency provide matching funds equal to at least 11.47% of the total. The entire minimum local match may be in the form of an in-kind contribution.

Please see Appendix G for awarded Caltrans Sustainable Transportation Planning Grant projects.

Community Based Transportation Planning Grants **Estimated Completion Date**

Please see Appendix E for project descriptions of the current CBTP Grants.

2013/2014 CBTP Studies

February 28, 2016

- City of Alameda Central Avenue Complete Streets Plan
- Sonoma Valley Trail Feasibility Study

2014/2015 CBTP Studies

N/A

The Community-Based Transportation and Environmental Justice grant categories were on hiatus during this fiscal year.

2015/2016 Sustainable Transportation Planning Studies

N/A

Grant proposals that were previously eligible within the Community-Based Transportation and Environmental Justice grant categories are still eligible for funding under the Sustainable Transportation Planning Grant Program within the Sustainable Communities category. Please see Appendix G for awarded Caltrans Sustainable Transportation Planning Grant projects.

Work Element 6.12 – FTA Section 5304 Transit Planning Studies Programs

Objectives

- **Transit Planning for Sustainable Communities** – To address transit planning issues of statewide or regional significance in urban service areas with populations greater than 100,000. The proposed planning studies are intended to improve transit services and to facilitate congestion relief by offering a sustainable alternative to the single occupant vehicle.
- **Transit Planning for Rural Communities** – To help with the technical planning for the operation and maintenance of a sustainable transit system. The intent is to support transit and/or intermodal planning studies that show benefit to rural or small urban service areas with a population of 100,000 and less. **Transit Planning Student Internships** are eligible within this grant program category.

Description

The Transit Planning Studies Program promotes a balanced, comprehensive multi-modal transportation system. These grants may be used for a wide range of transportation planning purposes which address local and regional transportation needs and issues. The implementation of these grants should ultimately lead to the adoption, initiation, and programming of transportation improvements.

Caltrans Sustainable Transportation Planning Grant Program

The Caltrans Sustainable Transportation Planning grant program was created to support the California Department of Transportation (Caltrans) current Mission: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.* Although dedicated grants no longer exist for Transit Planning, these important areas are still eligible for funding under the new Grant Program beginning with the 2015/2016 Grant Cycle.

Grants assist local agencies to better integrate land use and transportation planning, to develop alternatives for addressing growth, and to assess efficient infrastructure investments that meet community needs. These planning activities are expected to help leverage projects that foster sustainable economies, increase available affordable housing, improve housing/jobs balance, encourage transit-oriented and mixed-use development, expand transportation choices, reflect community values, and include non-traditional participation in transportation decision making.

Grant funded projects demonstrate the value of these new approaches locally and provide best practices for statewide application. The maximum amount available per grant is \$500,000, with a requirement that the local agency provide matching funds equal to at least 11.47% of the total. The entire minimum local match may be in the form of an in-kind contribution.

Current FTA Section 5304 Transit Planning Study Projects **Estimated Completion Date**

Please see Appendix A for project descriptions of the current Transit Planning Grants.

2013/2014 Transit Planning Studies

February 28, 2016

Statewide or Urban Transit Planning Grants:

- BART Embarcadero and Montgomery Capacity Implementation Study (\$237,500)
- City of Hayward Transit Connector Feasibility Study (\$177,060)
- ECCTA System Re-Design (\$240,000)

Rural or Small Urban Transit Planning Grants

- Coordinated Marin County Student Transportation Plan (\$100,000)

Transit Planning Student Internships

- AC Transit Transportation Planning Intern (\$50,000)
- CalMod Transit Planning Internship Program (\$49,951)

2014/2015 Transit Planning Studies

February 28, 2017

Transit Planning for Sustainable Communities Grants (planning studies)

- City of Hayward Cannery Area Regional Transit Alternatives Study (\$132,795)
- Design Guidelines for Multimodal BART Stations (\$300,000)
- SMART Stations Bicycle Parking Investment Plan (\$100,000)

Transit Planning for Rural Communities Grants (planning studies or internships)

- Rio Vista Transit Service Outreach and Analysis (\$99,950)
- LAVTA Introductory Transit Experience (\$50,000)

2015/2016 Transit Planning Studies

N/A

The Transit Planning Grant Program is no longer offered. However, grant proposals that were previously eligible within this program can be submitted to the Sustainable Transportation Planning Grant Program within the Sustainable Communities category. Please see appendix G for awarded Sustainable Transportation Planning projects.

Estimated Cost by Funding Source

Estimated Person Month & Cost

Not funded through OWP process

N/A

Work Element 6.13 – Pedestrian Coordination

Objectives

- To improve pedestrian safety, access, and mobility on and across Caltrans facilities.
- To engage external and internal stakeholders in the development of Caltrans pedestrian policies, guidance, best practices, and project design.
- To provide input on Caltrans corridor and project planning and design concerning and affecting pedestrian travel and safety.

Description

The District Planning staff works to improve pedestrian safety, access, and mobility by performing planning and design review for projects proposed for the State Highway System, working with Headquarters staff to revise guidance identified in the Implementation Plan for the Caltrans Complete Streets policy, and meaningfully involving stakeholders in these activities so that better outcomes are achieved.

Previous Related Work

- Reviewed Caltrans transportation corridor concept reports, project initiation documents, and project reports; participated on project development teams; and provided comments on projects regarding pedestrian needs and in support of walkable communities.
- Participated in meetings with local agencies and district staff regarding pedestrian design and operational issues at the conceptual development phase of various projects on the state highway system.
- Provided staff support for the District 4 Pedestrian Advisory Committee, which consists of stakeholders from Bay Area public agencies and local communities, and coordinated Committee meetings where Caltrans projects, policies, guidance and standards were reviewed and comments were provided.
- Coordinated on a continuous basis with Caltrans Headquarters in regard to Complete Streets Policy implementation and related guidance development and revisions.

Tasks

- Review and comment on Caltrans plans and projects and participate on project development teams regarding pedestrian needs and in support of walkable communities.
- Participate in meetings with local agencies and district staff regarding pedestrian design and operational issues at the conceptual development phase of various projects on the State Highway System.
- Continue to provide staff support for the District 4 Pedestrian Advisory Committee and coordinate at least four meetings where Caltrans projects and policies will be reviewed for comment.
- Continue to coordinate with Caltrans Headquarters in regard to Complete Streets Policy implementation and related guidance development and revisions.

Products

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

Estimated Completion Date

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Month & Cost

N/A

Work Element 6.14 – Bicycle Planning and Coordination

Objectives

- To improve bicycle safety, access, and mobility on and across Caltrans facilities.
- To engage external and internal stakeholders in the development of Caltrans bicycle transportation policies, guidance, best practices, and project design.
- To provide input on Caltrans corridor and project planning and design concerning and affecting bicycle travel and safety.

Description

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

Previous Related Work

- Advised and assisted in implementation of the Caltrans Complete Streets Policy, the California Strategic Highway Safety Plan, the California Blueprint for Bicycling and Walking, and the Active Transportation Program.
- Reviewed and provided input on district planning, project initiation, and design documents as well as on Caltrans standards, guidance, and procedures as they affect bicycle travel.
- Provided input and shared information regarding:
 - existing roadway deficiencies and needed bicycle safety upgrades;
 - new policies and revisions pertaining to bicyclists.
- Coordinated quarterly meetings of the Caltrans District 4 Bicycle Advisory Committee consisting of representatives of Bay Area transportation agencies and advocacy groups. The committee's role is to review Caltrans projects and policies with an aim toward improving bicycle safety, mobility, and access on and across the State Highway System.
- Coordinated Caltrans' participation in Bike to Work Day.

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 6.15 – 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.
- To support Director’s Policy 27: Bus Rapid Transit (BRT) Implementation Support, and Deputy Directive 98: Integrating BRT into State Facilities.

Description

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

Previous Related Work

- Transit Coordination Plan for San Francisco-Oakland Bay Bridge Closure September 2013
- Richmond Parkway Transit Center Feasibility Study, December 2012
- DRI study “BRT Integration into PDPM,” July 2011
- DRI study "Assessment of Converting Lane to Bus Only," December 2010
- DRI study “BRT Performance Assessment Guidebook,” June 2010

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.
- Participate on DMT working groups
- Participate on DRI technical advisory committees
- Provide project management support for transit projects on the State Highway System.
- Serve as District BRT Coordinator
- Participate on Project Development Teams (PDTs) for projects with transit components.
- Seek partnership opportunities to improve and expand the District P&R system.
- Plan for improved and new P&R lots
- Develop and administer District 4 P&R parking fee program.
- Participate on PDTs for projects with P&R components.

Products

Estimated Completion Date

- Input on DRI’s TAC for "BRT Toolbox" Spring 2015
- Preliminary Assessment of Public-Private Partnership for P&R expansion Spring 2016
- Richmond Parkway Transit Center Operations and Maintenance Report Annually
- Resolution of Park & Ride lot issues Ongoing

- Resolution of issues impeding Implementation of BRT projects Ongoing
- Comments on Caltrans projects for transit accommodations Ongoing
- Implementation of P&R fee program Ongoing
- Participation on MTC's Rideshare TAC As required

Estimated cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 6.16 – Goods Movement Planning/Partnerships

Objectives

The movement of goods is critical to the State's economy as well as producers of goods and consumers statewide, nationwide and international. The Freight Mobility Branch plays a major role in improving the regional freight transportation system in District 4 and the interregional movement of goods coming into and going through the State. The "freight" transportation system in the District is multimodal and includes the State Highway System, local roads, rail facilities, seaports and airports.

Description

The Freight Mobility 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 goods movement to and through the region.

The Branch works closely with Headquarters, including the Office of System and 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 entities, - such as FHWA, FTA, regional/local agencies, seaports and airports - and the trucking and freight industry to improve the performance of the multi-modal freight system. Performance measures include system reliability, just-in-time delivery, reduction in travel delay and congestion, transport efficiency and improved air quality.

Tasks

- Represent the District, in cooperation with regional and local agencies, in developing regional and interregional goods movement policies and strategies.
- Assist, in an advisory and expert role, in representing the State in the development and implementation of state and regional goods movement studies and initiatives.
- Represent the Department in advocating for transportation improvements that benefit regional and interregional freight movement.
- Acquire data pertinent to goods movement including appropriate traffic data and information related to commodity flow.

Product

Internal policy document

Estimated Completion Date

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.17 – Transportation Conformity and Air Quality Planning

Objectives

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

Description

- In June 2004, the Bay Area was designated as a marginal nonattainment area of the national 8-hour ozone standard. US EPA lowered the national 8-hour ozone standard from 0.80 to 0.75 PPM effective May 27, 2008. The latest approved SIP for ozone is the 2001 Ozone Attainment Plan.
- U.S. EPA lowered the 24-hour PM2.5 standard from 65 ug/m³ to 35 ug/m³ in 2006. U.S. EPA designated the Bay Area as nonattainment for the PM2.5 standard on October 8, 2009. The effective date of the designation is December 14, 2009 and the Bay Area Air Quality Management District must develop a SIP that demonstrates the Bay Area will achieve the revised standard.
- Anytime MTC develops or amends the RTP and/or TIP for the region, they must prepare a Transportation-Air Quality Conformity Analysis to demonstrate how the transportation activities in the RTP and TIP will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The goal of transportation conformity is to ensure that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals given to highway and public transportation activities are consistent with air quality goals. The air quality standards addressed in the conformity analysis include ozone, carbon monoxide and fine particulate matter (PM2.5) standards.
- MTC Resolution No. 3757 outlines procedures to be undertaken by the MTC, U.S. Environmental Protection Agency (EPA), California Department of Transportation (Caltrans), FHWA, FTA, State and local air agencies before making transportation conformity determinations on the RTP and TIP. Interagency consultation on transportation conformity and related air quality planning is facilitated through the Air Quality Conformity Task Force.
- MTC Resolution No. 3946 outlines procedures to be undertaken by MTC, EPA, Caltrans, FHWA, FTA, and State and local air agencies regarding interagency consultation procedures for PM2.5 hot-spot analyses for the Bay Area. Interagency consultation on project level PM2.5 conformity is also facilitated through MTC's Air Quality Conformity Task Force. Because the Bay Area is designated as a PM2.5 non-attainment area, Bay Area project sponsors are required to undergo project level conformity determinations for PM2.5 if their project meets certain criteria for projects of air quality concern.

Previous and Ongoing Related Work

- Reviewed Transportation Air Quality Conformity Analysis for the Transportation 2040 Plan and 2015 Transportation Improvement Program.
- Consulted with Department project sponsors on preparation and submittal of PM2.5 Project Assessment forms.
- Participated in Statewide Air Quality Conformity Working Group meetings.

Tasks

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

Products

Estimated Completion Date

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

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process	N/A
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Work Element 6.18 – Climate Change Adaptation Planning

Objectives

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

Description

- The Global Warming Solution Act of 2006 creates a comprehensive, multi-year program to reduce GHG emissions in California. The Department works closely with the California Air Resources Board and the Administration's Climate Action Team (CAT) to support development and implementation of the California Climate Action Program. The Department also collaborates with local and regional agencies, academic and research institutions, non-governmental organizations (NGOs), and other environmental and energy stakeholders to advance the State's climate change objectives.
- Climate change is expected to significantly affect the Bay Area's public health, air quality and transportation infrastructure through sea level rise and extreme weather. In the Bay Area, the single largest source of GHG emissions is from the consumption of fossil fuel in the transportation sector. In fact, the transportation sector, mostly from cars, trucks, buses, trains and ferries, contributes over 40 percent of the GHG emissions in the region.
- As required under SB 375, the 2013 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) will lay out how land use and transportation can work together to reduce GHG emissions. Within this context, the region will need to focus on developing innovative strategies and evaluating their effectiveness in reducing GHG emissions for purposes of informing the development of the SCS.
- In September 2010, Caltrans District 4, in partnership with BCDC and MTC, was awarded a \$300,000 grant from FHWA to field test FHWA's conceptual model for conducting climate change vulnerability and risk assessments of transportation infrastructure in a Bay Area sub-region. The final report was completed in November, 2011.
- In 2013, Caltrans District 4, in partnership with BCDC, MTC, and BART, was awarded a \$300,000 FHWA grant and will develop a study titled, "Climate Change and Extreme Weather Adaptation Options for Transportation Assets in the Bay Area". The study was completed in December, 2014.
- In May, 2011, Caltrans released the "Guidance on Incorporating Sea Level Rise: For use in the planning and development of Project Initiation Documents". The guidance is intended for use by Caltrans Planning staff and Project Development Teams to determine whether and how to incorporate sea level rise concerns into the programming and design of Department projects.
- Building on its regional assessment of Bay Area impacts from mid- and end-of-century sea level rise, Living With a Rising Bay, the San Francisco Bay Conservation and Development Commission (BCDC) has partnered with the National Oceanic and Atmospheric Administration Coastal Services Center (NOAA CSC) to work with Bay Area communities in planning for sea level rise. The Adapting to Rising Tides (ART) project will be a collaborative effort involving community officials and stakeholders to address two specific questions: (1) How will sea level rise and other climate change impacts affect the future of Bay Area communities, ecosystems, infrastructure, and economy, and (2) What strategies should we pursue, both locally and regionally, to address these challenges and reduce and manage these risks?

Previous and Ongoing Related Work

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

Tasks

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

Products

- BCDC ART Project
- BCDC ART Program
- Adaptation Options Study

Estimated Completion Date

- Complete
- Ongoing
- Complete

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 7.1 – State Funding for Transit and Intermodal Improvements

Objective

Assist local agencies in obtaining programmed State funds for transit capital projects, and monitor fund use.

Description

Management of funds programmed by the CTC earmarked for transit capital projects. Funds are disbursed to local agencies by means of agreements. Funding sources include TCRP, SHA, PTA and Propositions 1A, 1B, and 116.

Previous and Ongoing Related Work

Monitoring of projects funded by the sources listed above.

Tasks

- Prepare Local Agency allocation requests for funds allocated by the CTC.
- Coordinate review of agencies and projects under the provisions of SB 580, 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 Mass Transportation (DMT).
- Attend Advisory Committee meetings as required.
- Coordinate programming amendments.
- Review and approve project scopes of work.
- Monitor progress of projects.
- Review project Monitoring Reports from grant recipients.
- Monitor applicants for compliance with CTC's "Timely Use of Funds" policies.
- Implement CTC policies regarding state transit funding.

Products

Estimated Completion Date

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

Estimated Cost by Funding Source

Estimated Person Months and Cost

Not funded through the OWP process. N/A

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

Objective

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

Description

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

Previous and Ongoing Work

Administer and monitor FTA Section 5311 grant program.

Tasks

- Work with MTC to review applications.
- Review grant applications and make recommendations relative to funding.
- Review vehicle procurement process of FTA Section 5311 providers.
- Review and approve requests for reimbursement and program documentation.
- Monitor performance of FTA Section 5311 providers.
- Conduct annual and triennial inspections of vehicles, equipment, and facilities to ensure federal compliance.
- Provide technical assistance to FTA Section 5311 providers.

Products

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

Estimated Cost by Funding Source

FTA 49 USC 5311 \$71,212

Estimated Person Months and Cost

Caltrans: 8.4 \$71,212

Work Element 7.3 – Park-and-Ride Program

Objectives

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

Description

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

Previous and Ongoing Related Work

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

Tasks

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

Products

Estimated Completion Date

- Project Reports Ongoing
- Annual Program Inventory Ongoing

Estimated Cost by Funding Source

Estimated Person Months and Cost

Not funded through OWP process N/A

Work Element 8.1 – Traffic Operations System

Objectives

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

Description

The TOS is a management tool intended to improve the operation of the highway system by optimizing efficiency of the system through even traffic speeds, reduction/avoidance of congestion, and removal of incident related obstacles. The TOS entails the operation and integration of the following components: 1) A Transportation Management Center (TMC) to operate the TOS; 2) A ramp metering management system to manage access into the highway facilities; 3) A traffic surveillance system inclusive of electronic roadway detectors, closed-circuit TV (CCTV), and motorist call boxes; 4) A motorist information system inclusive of changeable message signs and highway advisory radio; and 5) A motorist service patrol to remove disabled vehicles to promptly restore highway capacity.

Previous and Ongoing Related Work

- Operate Traffic Management System for the SFOBB and its Oakland and San Francisco approaches from the TMC in the Oakland District Office.
- Operate the TMC at the Oakland District Office.
- Operate Ramp Metering Systems on all nine Bay Area Counties (Alameda/Contra Costa/Marin/Napa/San Francisco/San Mateo/Santa Clara/Solano/Sonoma Counties).

Tasks

- Develop corridor operational plans and traffic management strategies in partnership with the MTC, Congestion Management Agencies, cities, counties, transit agencies and freight operators.
- Implementation of Bay Area TOS.
- Operate the TMC (Regional Transportation Management Center - RTMC).
- Data retrieval and support for 511 Program.
- Provide facilities management support to 511 Program.
- Operate ramp metering systems.

Products

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

Estimated Completion Date

Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.2 – Freeway Service Patrol

Objectives

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

Description

The Freeway Service Patrol (FSP) is a free service to the public, providing emergency towing and assistance to help keep key routes flowing smoothly. The FSP was initiated in August 1992, with three tow trucks servicing 10 miles of freeways in the Bay Area. The service was expanded in April 1994 to 40 trucks covering 168 miles of freeways. The service was expanded again in March 1995 to 50 trucks covering more than 218 miles of freeway, again in 1997 covering over 235 miles, and by August of 1998 the Bay Area FSP program expanded to 51 tow trucks covering 264 miles of freeway. The 1999 the FSP service expanded to 63 trucks covering over 332 miles. In 2001 the FSP program increased the existing fleet to 70 tow trucks covering 390 miles of freeway. In 2002-03 the FSP expanded to 83 trucks and 454 freeway miles. In 2011-12 the FSP expanded to 85 trucks and 530 miles. In 2012-13 the FSP will reduce the number of trucks to 79, and expand to 541 miles.

Previous and Ongoing Related Work

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

Tasks

- Ongoing evaluation of the FSP program regarding modifications of operating hours, beat assignment, locations and numbers of trucks per beat to provide more effective levels of service.
- Coordinate the dispatch of FSP vehicles based on information regarding the need for services received at the Transportation Management Center (TMC) and record the information on the CAD.
- Develop the FSP impact/evaluation procedures including specific data needs and methodology to evaluate program benefits.
- Gather data and develop a process and criteria for determining tow drivers' performance and motorist (user) satisfaction with the service.
- Maintain FSP System Database to incorporate any change of vehicle identification number, mobile data terminals, radio frequencies, schedules and trouble shooting.
- Assist in evaluation of 17 Tow Service contracts (Request For Proposals) for 2014.
- Assist in evaluation of replacement automatic vehicle locator and Mobile Data Terminal subsystem.
- Assist in evaluation of FSP telecommunication system and management reporting system.

Products

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

Estimated Completion Date

Monthly

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.3 – SMART Corridor Project

Objectives

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

Description

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

Previous and Ongoing Related Work

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

Tasks

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

Products

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

Estimated Completion Date

Completed
Completed and on-going

Pending resolution of security issues

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 9.1 – Regional Modeling Coordination Study

Objectives

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

Description

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

Previous and Ongoing Related Work

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

Current Tasks

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

Products

Estimated Completion Date

Travel Demand Model for Sustainable
Community Strategy Land Use

Ongoing

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 9.2 – Data Management and Coordination Activities

Objectives

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

Description

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

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

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

Previous and Ongoing Related Work

- Participate in internal GIS coordination meetings including the Statewide GIS Coordinator's meeting, the Statewide Geospatial Data Management subcommittee, and District GIS User Group meetings.
- Participate in external GIS coordination meetings including the Bay Area Automated Mapping Association, the Bay Area Regional GIS Committee, and local GIS Day activities.
- Work with HQ Office of GIS on development and implementation of geospatial platforms that facilitate access to spatial data and data sharing

Tasks

- Enhance and maintain files in geospatial data library.
- Convert GIS-formatted data for use on Google Earth/Maps and other web-based platforms.
- Train and support internal staff using GIS tools for their functional responsibilities.
- Develop a repository of geospatial data in multiple formats with widespread accessibility.
- Conduct outreach with stakeholder agencies to facilitate spatial data and information sharing.
- Support collection of geospatial transportation asset data in Maintenance program.
- Census 2010 data processing and analysis.
- In concert with appropriate HQs functional units and partner agencies, support activities related to the ongoing review and processing of Functional Classification change requests.

Products

Estimated Completion Date

- GIS data library Complete – Ongoing Maintenance
- Google Earth data layer library Complete – Ongoing Maintenance
- County STIP/SHOPP Project Location Maps Ongoing
- Corridor System Management Plan Maps Ongoing
- Functional Classification Changes/Updates Ongoing
- Publish web-based Mapping Tools Ongoing

Estimated Cost by Funding Source

Estimated Person-Months and Cost

Not funded through the OWP process

N/A

Work Element 9.3 - Transportation Monitoring

Objectives

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

Description

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

Previous and Ongoing Related Work

- Establish travel trends and provide data for project-related documents such as project reports, environmental documents.
- Develop baseline data for modeling and forecasting.
- Determine usage, violation rates and vehicle occupancy rates on State highways with HOV 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).
- 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 HOV lanes and toll bridges. Collect vehicle volumes, vehicle occupancy, travel time and HOV 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 HOV lane report
- Annual Mobility Performance Report
- Annual Traffic Volumes on CA State Highways
- Annual Ramp Volumes on CA State Highways
- Annual Average Daily Truck Traffic on CA State Highways

Estimated Completion Date

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person-Months and Cost

N/A

CHAPTER 2.3: UNIFIED WORK PROGRAM

METROPOLITAN TRANSPORTATION COMMISSION

FY 2015-16

**APRIL 2015
FINAL**

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Work Element 1110: Commission and Advisory Committees

The goal of this work element is to provide professional, technical and legal support to the Commission and its committees so that they have a sound basis for making regional transportation decisions. The Commission receives input from the public through its public involvement program, its advisory committee structure and the advisory council. Regional policy recommendations also are provided through the Bay Area Partnership.

Major Tasks

- **Support the Partnership Board**
- **Support the Policy Advisory Council and Tribal Government Coordination**

Major Products to Be Delivered in FY 2015-16	Estimated Completion Dates
Policy Advisory Council Annual Reports to Commission	As Required FY15/16
Commission Reports and Resolutions	As required

Work Element 1113: Support the Partnership Board

A. Project Description

- Objectives**
- Facilitate regional coordination of planning and programming issues with federal, state, regional and local agencies and transportation stakeholders.
- Description**
- Consult with the Bay Area Partnership Board and its subcommittees as needed on prospective regional policy issues.
 - Following Committees:
 - Partnership Technical Advisory Committee
 - Programming and Delivery Working Group
 - Transit Finance Working Group
 - Local Streets and Roads Working Group

B. Planning Factors Addressed

- Planning Factors Addressed**
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
 2. Increase the safety of the transportation system for motorized and non-motorized users
 3. Increase the security of the transportation system for motorized and non-motorized users
 4. Increase the accessibility and mobility of people and freight
 5. 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
 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
 7. Promote efficient system management and operation
 8. Emphasize the preservation of the existing transportation system

C. Previous Accomplishments

- Objectives**
- Same as above

Accomplishments Met with Partnership and subcommittees on:

- Plan Bay Area
 - OneBay Area Grant;
 - Transit Sustainability Project; and
 - Fund Programming and Project Delivery
- Work Products**
- Partnership Technical Advisory Committee Meetings
 - Programming and Delivery Working Group Meetings
 - Transit Finance Working Group Meetings
 - Local Streets and Roads Working Group Meetings
 - Staff Reports to the Committees and Working Groups

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Conduct Partnership Board Meetings	meetings as needed	7/01/15	6/30/16
2	Conduct Partnership Technical Advisory Committee Meetings	4-6 meetings per year	7/01/15	6/30/16
3	Conduct Programming and Delivery Working Group Meetings	Monthly meetings	7/01/15	6/30/16
4	Conduct Transit Finance Working Group Meetings	Monthly meetings	7/01/15	6/30/16
5	Conduct Local Streets and Roads Working Group Meetings	Monthly meetings	7/01/15	6/30/16

E. Anticipated Future Activities (FY 2016-17)

- Anticipated Future Activities**
- Plan Bay Area implementation and begin updates for 2017 RTP/SCS
 - OneBay Area Grant implementation and next cycle programming
 - Transit Sustainability Project implementation
 - Discussions of future funding opportunities: Reauthorization of MAP-21; Cap and Trade funding
 - Other transportation funding/program development

F. Budget

Salaries and Benefits	Indirect Services	Other Operating Expenses	Total Expenses
297,750	159,061	0	456,811

FHWA PL (Includes Toll Credit)	FTA 5303 PL(Includes Toll Credit)	General Fund	Total Revenues
50,000	10,000	396,811	456,811

Work Element 1114: Support Policy Advisory Council and Tribal Government Coordination

A. Project Description

Objectives

- MTC seeks to involve citizens of diverse backgrounds and interests in the development of transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy.

Description

- In order to ensure that a wide spectrum of views 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.
- Conducts government-to-government consultation with tribal governments of federally recognized Native American tribes regarding planning and programming activities.

B. Planning Factors Addressed

Planning Factors Addressed

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the accessibility and mobility of people and for freight
3. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

C. Previous Accomplishments

- Policy Advisory Council advised the Commission on multiple subjects, including the Express Lane Network, PDA Feasibility and Readiness, Plan Bay Area, and the One Bay Area Grant Program.
- Worked with staff regarding advocacy on the Cap and Trade funding proposal to address potential accessibility issues.
- Ongoing advice to MTC staff.
- Completed outreach to tribal governments for Plan Bay Area consultation.

D. Work Plan (FY2015-16)

Ongoing tasks:

- Staff the Policy Advisory Council
- Complete outreach to Tribal governments for consultation on the Plan Bay Area update, as appropriate.

Products	Estimated Completion Dates
Advisory Council's Annual Work Plan	Summer 2015
Policy Advisory Council Meeting Packets	Monthly
Advisory Council's Report to Commission	Monthly
Policy Advisory Council Subcommittee Meeting Packets	As Required
Tribal Government Consultation	As Required

E Anticipated Future Activities (FY 2015-16)

- Anticipated Future Activities**
- Monthly meetings of the Policy Advisory Council
 - Consultation with Tribal governments, as appropriate.

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Total Expenses
215,983	115,381	0	331,364

FHWA PL (Includes Toll Credit)	FTA 5303 PL(Includes Toll Credit)	General Fund	Total Revenues
106,404	10,000	214,960	331,364

Work Element 1120: Planning Emphasis Areas

RTP Process

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

1120 Major Tasks

- **Regional Transportation Plan**
- **Analyze Regional Data using GIS and Planning Models**
- **Airport/Seaport/Freight Planning**
- **Active Transportation Planning**
- **Performance Measurement and Monitoring**
- **Lifeline Transportation Planning**
- **Support Title VI and Environmental Justice**
- **Transportation Conformity and Air Quality Planning**

Work Element 1121: Regional Transportation Plan

A. Project Description

Objectives

- Develop a safe, efficient and well-maintained regional transportation system, that when integrated with regional land-use patterns, serves the mobility and access needs of goods and people per federal metropolitan planning statute (Title 23 U.S.C Section 134), state planning statute (Government Code Section 65080 et. seq of Chapter 2.5), and Senate Bill 375
- Prepare the long-range plan in consultation with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans, tribal governments, Bay Area transportation agencies, local jurisdictions, community organizations, stakeholders, and the public
- Prepare the update to the Sustainable Communities Strategy (*Plan Bay Area*) per Senate Bill 375, in cooperation with the Association of Bay Area Governments, BAAQMD, BCDC, California Air Resources Board (CARB) and California Department of Housing and Community Development (HCD)
- Prepare a programmatic Environmental Impact Report (EIR) for the 2017 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in compliance with the California Environmental Quality Act (CEQA), moving ahead for progress in the 21st Century (MAP-21), Senate Bill (SB) 375 and all other applicable state and federal environmental laws.

Description

RTP Modifications & Amendments

- The RTP is a major update that will fulfill the requirements of MAP 21 federal metropolitan planning regulations and SB 375. MTC and ABAG adopted *Plan Bay Area*, the region's first RTP/Sustainable Communities Strategy, in summer 2013. MTC will prepare modifications/amendments if warranted.

2013 Regional Transportation Plan/Sustainable Communities Strategy

- The Regional Transportation Plan (RTP) guides the Bay Area region's transportation development for a 25-year period. Updated every four years, it is based on projections of growth in population, jobs and housing and travel demand coupled with financial projections. MTC, as the Metropolitan Planning Organization (MPO), is required to prepare the RTP in accordance with state and federal planning statutes.
- As a result of the passage of Senate Bill 375, MPOs are required to develop a Sustainable Communities Strategy – a new element of the RTP – to strive to reach the greenhouse gas (GHG) reduction targets established for each region by the CARB. More specifically, per Senate Bill (SB) 375, the Sustainable Communities Strategy (SCS) is intended to accomplish two principal objectives:
 - (i) Identify areas within the nine-county Bay Area sufficient to accommodate all of the region's population, including all income groups for the next 25 years; and
 - (ii) Forecast a land-use pattern, which when integrated with the transportation system, reduces greenhouse-gas emissions from

automobiles and light trucks.

- In the Bay Area, the 2013 RTP/SCS (*Plan Bay Area*) was developed jointly by MTC and the Association of Bay Area Governments. The Plan is an integrated and internally consistent transportation and land-use plan. That is, the transportation policies and investments identified in the plan align with and support the SCS land-use pattern.
- The Regional Housing Needs Determination and Allocation (RHND and RHNA) prepared by ABAG is also linked to the SCS by SB 375. The SCS must identify areas within the region where both an 8-year and 25-year housing need can be accommodated.

Environmental Impact Report for the 2013 RTP/SCS

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

2017 Regional Transportation Plan/Sustainable Communities Strategy

- In Spring 2017, MTC and ABAG will approve the update to the 2013 RTP/SCS. The 2017 RTP/SCS will meet the same statutory and planning requirements as the 2013 RTP/SCS described above.
- The 2017 update of Plan Bay Area will include an updated transportation network and transportation revenue estimates, as well as updated population and job forecasts. While there are no updates required for RHNA a part of the update, as described above, an updated land-use pattern will be developed and integrated with the transportation system.
- The 2017 update will strive to meet the same GHG emissions reduction targets established by CARB for the 2013 Plan.

B. Planning Factors Addressed

Planning Factors Addressed

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non motorized users
4. Increase the accessibility and mobility of people and for freight
5. 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
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system

C. Previous Accomplishments

- Objectives** ▪ Same as above.
- Accomplishments** ▪ MTC and ABAG approved the RTP/SCS in July 2013.
- Work Products** ▪ Staff will advance the development of the 2017 RTP/SCS in FY 2015-2016.
- Conduct initial public outreach and coordination with partner agencies to initiate 2017 RTP/SCS planning process.

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Staff will prepare administrative modifications and amendments to the RTP, as needed. The number of RTP amendments are to be determined.	<ul style="list-style-type: none"> ▪ Administrative Amendment(s) ▪ Amendment(s) 	7/01/15	6/30/16
2	Staff will continue to develop, manage, and monitor progress on the overall work plan and schedule for implementing the RTP/SCS		7/01/15	6/30/16
3	Staff will continue to engage stakeholders with policies and programs seeking to implement the RTP/SCS.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Technical reports ▪ Meeting agendas and notes 	7/01/15	6/30/16
4	Staff will engage the Regional Advisory Working Group, the MTC Policy Advisory Council, and the MTC Planning Committee and ABAG Administrative Committee on the development of the Plan.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Technical reports ▪ Meeting agendas and notes 	7/01/15	6/30/16
5	Staff will develop goals and objectives for the 2017 RTP/SCS.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Meeting agendas and notes 	6/01/15	10/2015
6	Staff will conduct a call for projects for project and program requests for the Plan.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Project database 	5/2015	10/2015
7	Staff will update revenue forecasts of reasonably anticipated revenues.	<ul style="list-style-type: none"> ▪ Staff reports 	3/2015	3/2016

- | | | | | |
|----|---|---|---------|---------|
| 8 | Staff will develop a performance framework and performance targets and analysis tools to evaluate projects, programs and scenarios. (see also WE 1212) | <ul style="list-style-type: none"> ▪ Staff reports ▪ Technical memos | 5/2015 | 10/2015 |
| 9 | Staff will develop alternatives and scenarios to inform policy discussion and investment trade-offs. | <ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Technical memos | 1/2016 | 6/2016 |
| 10 | Staff will attend and present policies and programs approved in the RTP/SCS at meetings of transportation agencies, local jurisdictions, and others, as requested | <ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Technical reports ▪ Meeting agendas and notes | 7/01/15 | 6/30/16 |

E. Anticipated Future Activities (FY 2016-17)

- Anticipated Future Activities**
- The 2017 RTP/SCS will be adopted in FY2016-2017. Anticipated work in FY 2016-2017 includes scenario performance assessments, development of the preferred scenario and alternatives, and the final investment trade-off discussion.
 - Develop and finalize the programmatic Environmental Impact Report.

F: Budget

Salaries & Benefits	Indirect Services	Consultant			Total Expenses
775,310	414,179	0	0	0	1,189,489

FHWA PL (Includes Toll Credit)	FTA 5303 PL(Includes Toll Credit)	General Fund	STP PL	Local Funds	Total Revenues
300,000	50,000	540,489	249,000	50,000	1,189,489

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

A. Project Description

Objectives

- Develop, maintain, and implement robust analytical tools capable of supporting all manner of agency activities, including regional planning, federal and state air quality conformity, and federal, state, and regional equity analyses.
- Develop, maintain, and implement robust mapping tools and data capable of supporting all manner of agency activities, including communicating with key stakeholders in an efficient, effective, and engaging manner.

Description

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

B. Planning Factors Addressed

Planning Factors Addressed

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. 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
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system

C. Previous Accomplishments

- Objectives**
 - Same as above

- Accomplishments**
 - Successfully applied a state-of-the-practice activity-based travel model to planning applications.
 - We used our state-of-the-practice activity-based model in support of all aspects of our 2017 Regional Transportation Plan and Sustainable Communities Strategy;
 - Our on-line searchable GIS data can be found in our data portal (<http://dataportal.mtc.ca.gov/spatial-library.aspx>);
 - Map-based collaboration tools currently in development or deployed include a parking data inventory tool, a bicycle trip planner, a traffic count database, and an asset management tool.
 - Successfully integrated a spatial economic model with the travel model to predict land development patterns (including the impact of transportation on land development outcomes).
 - Successfully built an on-line, searchable data repository in which GIS data can be found and mapped.
 - Created several map-based collaboration tools to collect and maintain data, including bicycle facilities, traffic counts, and signal timing plans.

- Work Products**
 - Plan Bay Area Technical Documentation and Maps
 - Model Development Documentation
 - Data portal

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Staff will continue to analyze home-interview survey data collected via a joint effort with the California State Department of Transportation and use the information in travel model development activities	<ul style="list-style-type: none"> ▪ Technical memos, reports, and presentations 	7/01/15	6/30/16
2	Staff will continue collecting and analyzing transit on-board survey data collected via a joint effort with transit operators and use the information in travel model development activities and equity analyses	<ul style="list-style-type: none"> ▪ Technical memos, reports, and presentations 	7/01/15	6/30/16
3	Staff will continue to make small refinements to the representation of transport supply within the travel model	<ul style="list-style-type: none"> ▪ Technical memos, reports, and presentations 	7/01/15	6/30/16
4	Staff will update the representation of demand in the travel model to leverage the new representation of supply	<ul style="list-style-type: none"> ▪ Technical memos, reports, and presentations 	7/01/15	6/30/16

5	Staff will continue working on a federally-funded project to research better methods to assess the impact of transit ridership on transit service	<ul style="list-style-type: none"> Technical memos, reports, and presentations 	7/01/15	6/30/16
6	Staff will begin work on an updated land use model, aimed at better supporting transportation planning efforts	<ul style="list-style-type: none"> Technical memos, reports, and presentations 	7/01/15	6/30/16
7	Staff will support agency planning activities with technical analysis, visual data summaries, and web based tools to facilitate collaboration, information collection and dissemination.	<ul style="list-style-type: none"> Maps, technical memos, reports, interactive mapping applications and presentations 	7/01/15	6/30/16
8	Staff will manage, maintain, and efficiently share all geo-spatial data associated with the Transportation Improvement Plan and the RTP/SCS.	<ul style="list-style-type: none"> Maps, technical memos, reports, interactive mapping applications and presentations 	7/01/15	6/30/16
9	Staff will manage and maintain GIS base map databases used by Bay Area Transportation Agencies	<ul style="list-style-type: none"> Data, on-line tools 	7/01/15	6/30/16

E. Anticipated Future Activities (FY 2016-17)

- Anticipated Future Activities**
- As the development versions of the travel model and the land use model become operational in FY 2015-16, Staff will begin on the next round of development efforts, including integrating the federally-funded research on transit behavior.
 - As the coordinated household travel survey effort matures, Staff will develop and implement plans to collect on-going traveler data in a fiscally-sustainable manner.

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Consultant				Total Expenses
1,788,165	955,258	45,000	2,905,611	0	0	0	5,694,034

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	STP PL	General Fund	Local Funds	FHWA PL Est. C/O	FTA 5303 Est. C/O	Total Revenues
1,225,000	1,371,256	450,000	517,167	200,000	1,175,000	755,611	5,694,034

Work Element 1124: Airport/Seaport/Freight Planning

A. Project Description

Objectives	<ul style="list-style-type: none"> ▪ Continue to monitor/support the Northern California program for the State Infrastructure Bond Trade Corridor Improvement Fund (TCIF) and future federal funding ▪ Prepare an updated Regional Goods Movement Plan ▪ Lead the Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California planning study in coordination with San Joaquin Council of Government, Sacramento Area Council of Governments, and Caltrans (also included under Appendix G) ▪ Participate in the statewide freight plan updates ▪ Participate in federal freight planning efforts stemming from MAP-21. ▪ Update Regional Seaport Plan as needed
Description	<p>Monitor State Infrastructure Bond Trade Corridor Improvement Fund and Future Federal Funding</p> <ul style="list-style-type: none"> • The California Transportation Commission (CTC) approved a \$3 billion program of projects for the Trade Corridor Improvement Fund (TCIF), part of the Proposition 1B directed \$2.0 billion of the state's roughly \$20 billion bond measure. • The slate of highway, rail and seaport improvements approved for funding included \$825 million for 14 projects in Northern California. Since program approval, MTC has chaired the Northern California Trade Corridors Coalition, which is composed of our partner agencies in the Sacramento and Central Valley regions. The Coalition continues to monitor project delivery and coordinates with the CTC and project sponsors to submit any changes to projects or new projects as funding becomes available. • These include improvements at the Port of Oakland, relocation of the Interstate 80 Cordelia truck scales and the addition of an eastbound truck-climbing lane on Interstate 580 over the Altamont Pass <p>Participate in the statewide freight plan development</p> <ul style="list-style-type: none"> • Caltrans recently released the California Freight Mobility Plan, per MAP-21 guidelines and AB 14. MTC serves on the state's Freight Advisory Committee (CFAC), and will continue to participate in the Committee's meetings. The California Air Resources Board is also developing a Sustainable Freight Strategy (SFS) for the state, and will be using CFAC to advise the state on the SFS. • MTC will provide a venue for partners throughout the region to engage in the statewide efforts and ensure that Bay Area interests are represented. <p>Regional Goods Movement Plan</p> <ul style="list-style-type: none"> • In early 2014, Caltrans District 4 completed a freight study in the Bay

	<p>Area. MTC actively participated in the study and is using the study as a base to develop comprehensive Regional Goods Movement Plan.</p> <ul style="list-style-type: none"> • Partner with Alameda County Transportation Commission on a joint regional and county freight planning effort, culminating in an updated Regional Goods Movement Plan and an Alameda County Goods Movement Plan. The Regional Goods Movement Plan will be released at the end of 2015. • Partner with Alameda County, Caltrans District 4, the Port of Oakland, the Bay Area Air Quality Management District, regional Congestion Management Agencies, and the East Bay Economic Development Alliance on the Goods Movement Collaborative. • Develop a Freight Emissions Reduction Plan to inform the 2017 RTP/SCS. <p>Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California (also included under Appendix G)</p> <ul style="list-style-type: none"> • MTC will Lead the Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California planning study in coordination with San Joaquin Council of Government, Sacramento Area Council of Governments, and Caltrans • The Study will identify specific high priority infrastructure needs and operational policies to improve key system bottlenecks and improve the efficiency of first and last mile access to major goods movement facilities and activity centers • The Study will identify strategies to supports an effective and efficient goods movement system that can meet not just current but also future needs, which is critical to maintaining economic competitiveness for local businesses and employers in a global economy, improving safety and quality of life in local communities, and ensuring quality jobs for working families. <p>Regional Seaport Planning</p> <ul style="list-style-type: none"> • Seaport planning activities include amending the <i>Regional Seaport Plan</i> as necessary, including supporting BCDC in monitoring of waterborne cargo forecasts and evaluating port ground access improvements. • The San Francisco Bay Area Seaport Plan is the product of a cooperative planning effort of the Metropolitan Transportation Commission (MTC) and the San Francisco Bay Conservation and Development Commission (BCDC).
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B. Planning Factors Addressed

Planning Factors Addressed

1. support the economic vitality of the region, especially its global competitiveness, productivity and efficiency;
2. increase the security of the transportation system;
3. increase accessibility and mobility for people and freight;
4. protect and enhance the environment;

5. enhance transportation system integration and connectivity;
6. promote efficient management and operation, and
7. emphasize the preservation of the existing transportation system.

C. Previous Accomplishments

Objectives	<ul style="list-style-type: none"> ▪ Same as above
Accomplishments	<ul style="list-style-type: none"> ▪ Goods Movement Initiatives (2009 Update) ▪ Regional Airport System Planning Analysis Update 2011 (September 2011) ▪ San Francisco Bay Area Seaport Plan (Amended through December 2011)
Work Products	<ul style="list-style-type: none"> ▪ Same as above

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Monitor Northern California program for the TCIF	<ul style="list-style-type: none"> ▪ Program of projects delivery 	Ongoing	
2	Regional Seaport Planning	<ul style="list-style-type: none"> ▪ Plan Amendments 	As needed	
4	Regional Goods Movement Plan: Staff continue development of an updated to the Regional Goods Movement Plan in FY2015-2016, with final approval anticipated in FY2015-2016.	<ul style="list-style-type: none"> ▪ Task Reports ▪ Staff Reports ▪ Presentations ▪ Meeting notes and agendas 	7/1/2014	3/30/2016
5	Initiate the Freight Emissions Reduction Plan effort	<ul style="list-style-type: none"> ▪ Freight Emissions Reduction Plan 	4/1/2015	6/30/2016
6	Industrial Lands Access and Efficiency Study	<ul style="list-style-type: none"> ▪ Refined scope, schedule and budget ▪ Stakeholder engagement plan ▪ Baseline Conditions ▪ Identify focus areas 	8/1/2015 1/2016 2/2016 3/2016	1/30/2016 6/2016 5/2016 6/2016

F. Anticipated Future Activities (FY 2016-17)

Anticipated Future Activities	<ul style="list-style-type: none"> ▪ Participate in the development of the next State Rail Plan. ▪ Participate in the development of the Sustainable Freight Strategy ▪ Continued implementation of MAP-21 planning requirements, including performance measurement related to goods movement. ▪ Implementation of Regional Goods Movement Plan. ▪ Continue to advance the Industrial Lands Access and Efficiency Study, including identifying key constraints, strategies for each focus area, and developing implementation plans and funding strategies
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F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses
58,031	31,001	450,000	539,032

Sustainable Planning Grant	General Fund	Local Funds	Total Revenues
300,000	149,032	90,000	539,032

Work Element 1125: Active Transportation Planning

A. Project Description

Objectives

- Implement MTC's Routine Accommodations Policy (Complete Streets) to assist and encourage local jurisdictions to consider the needs of bicyclists and pedestrians in planning and project development.
- Achieve MTC's Regional Transportation Plan (RTP) goals of CO₂ reduction, active transportation, safety, mobility.
- Implement and maintain a regionally connected bike share transportation system in the Bay Area.
- Prepare Regional Active Transportation Plan in consultation with Bay Area counties.
- Integration of public health benefits of active transportation through physical activity in policies and plans
- Provide policy for programming regional discretionary funding for the One Bay Area Grant Program (OBAG).
- Provide technical and policy direction for the state Active Transportation Program (ATP).
- Provide technical and policy direction for the state Cap and Trade Programs.
- Collect and analyze performance measure data for levels of active transportation (bicycle and pedestrian counts).

Description

- MTC's Routine Accommodations Policy (MTC Resolution No. 3765) calls for local agencies to plan for all roadway users needs in planning and project development. The Complete Streets Checklist is required to be completed by agencies receiving regional discretionary funding for project that affect the travel way.
- The Regional Transportation Plan (RTP) is a blueprint that guides that Bay Area region's transportation development for a 25-year period. As a result of Senate Bill 375, MPOs are required to develop a Sustainable Communities Strategy to reach greenhouse gas (GHG) targets. Bicycling and walking are key components to achieving these targets.
- In 2006, MTC completed the Pedestrian Districts Study, which developed a typology of pedestrian districts and provided tools for local jurisdictions to plan for districts around transit hubs.

B. Planning Factors Addressed

Planning Factors Addressed

1. Increase the safety of the transportation system for motorized and non-motorized users.
2. Increase the security of the transportation system for motorized and non-motorized users
3. 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.
4. Enhance the integration and connectivity of the transportation system, across and between modes.
5. Increase the minutes of physical activity through transportation which leads to improved health outcomes and decreased health care costs.

C. Previous Accomplishments

- Objectives**
 - Same as above

- Accomplishments**
 - MTC adopted the One Bay Area Grant Program which required local agencies to adopt a complete streets General Plan amendment or resolution.
 - The online Complete Streets Checklist was released in summer 2010
 - Administered and programmed \$30 million for 11 projects in the Regional Active Transportation Program
 - Launched a Pilot Bay Area Bike Share program with 700 bikes and 70 stations in the cities of San Francisco, Redwood City, Mountain View, Palo Alto and San Jose.

- Work Products**
 - Hosted 5 Complete Streets workshops in Bay Area counties

D. Work Plan (FY 2014-15)

Task No.	Task Description	Work Products	Start Date	End Date
1	Staff the Active Transportation Working Group	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials ▪ Meeting agendas and notes 	7/01/15	6/30/16
2	Evaluate, manage and monitor the implementation of the Complete Streets Policy	<ul style="list-style-type: none"> ▪ Technical memos and reports ▪ Staff reports 	7/01/15	6/30/16
3	One Bay Area Grant/Fudiciary Monitoring and Policy Development	<ul style="list-style-type: none"> ▪ Presentation Materials ▪ Workshops for local cities ▪ Staff reports ▪ Presentation materials ▪ External recommendations to state agencies on project proposals. 	7/01/15	6/30/16
4.	Bay Area Bike Share Expansion	<ul style="list-style-type: none"> ▪ Issue a Request for Proposals (RFP) for new operator ▪ Adopt a regional strategic plan Implement Expanded Bike share Program 	7/1/15 7/1/15 7/1/15	6/30/16 12/1/15 6/30/16

F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses
146,212	78,108	0	224,320

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Total Revenues
50,000	10,000	164,320	224,320

Work Element 1212: Performance Measurement and Monitoring

A. Project Description

Objectives

- Work with Bay Area partners and other stakeholders to identify transportation system performance measures for use in long-range planning and monitoring performance of the transportation system consistent with federal Planning Emphasis Areas
- Conduct long-range performance planning for Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) scenarios and proposed transportation projects
- Conduct performance assessments to support programming decisions, including the State Transportation Improvement Program (STIP)
- Deploy national performance measures per the requirements of MAP-21
- Track regional performance towards identified RTP/SCS targets through performance monitoring data portals and reports
- Prepare the regional Congestion Management Process (CMP)

Description

- Performance measurement and monitoring is a central component of MAP-21. While MTC has been involved in performance-based planning and programming over the past decade, new federal requirements under MAP-21 will continue to enhance and evolve the agency's performance work plan.
- While previously included in State of the System reports, MTC has rebooted its work in the field of performance monitoring through the Vital Signs initiative. This interactive online portal for performance tracking incorporates a broad range of regional issues, ranging from transportation and land use to the economy and the environment.

B. Planning Factors Addressed

Planning Factors Addressed

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. 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
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system

C. Previous Accomplishments

Objectives

- Same as above

Accomplishments

- MTC has incorporated rigorous performance measures and monitoring in

every long-range plan since 2001

- MTC has produced performance reports for efforts such as State of the System and the Congestion Management Process since the mid-1990s

Work Products

- RTP/SCS Performance Assessment Report (most recently for Plan Bay Area – 2013)
- Project-Level and Scenario-Level Performance Assessment (most recently for Plan Bay Area – 2013)
- Performance Monitoring Reports (State of the System through 2009; Vital Signs from 2014 onwards)
- STIP Performance Assessment (since 2002)
- Bay Area Congestion Management Process (since 1995)

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Identify regional performance measures and targets for next long-plan (RTP/SCS)	<ul style="list-style-type: none"> ▪ Memorandums and committee meeting reports 	3/1/15	9/30/15
2	Evaluate RTP/SCS scenarios against adopted targets	<ul style="list-style-type: none"> ▪ Memorandums and committee meeting reports 	9/1/15	3/30/16
3	Evaluate transportation projects for cost-effectiveness and support of regional goals	<ul style="list-style-type: none"> ▪ Memorandums and committee meeting reports ▪ RTP/SCS Performance Assessment Report 	3/1/15	3/1/16
4	Update performance monitoring data for Vital Signs interactive web portal	<ul style="list-style-type: none"> ▪ Updated Vital Signs performance monitoring website for public 	7/1/15	6/30/16
5	Develop performance targets and begin implementation of MAP-21 federal performance requirements	<ul style="list-style-type: none"> ▪ Analytical reports on target-setting ▪ Performance target submittals to Caltrans 	7/1/15	9/30/16
6	Evaluate and document performance of State Transportation Improvement Program (STIP) funding package and projects	<ul style="list-style-type: none"> ▪ STIP Performance Report 	8/1/15	12/30/15

E. Anticipated Future Activities (FY 2016-17)

- Anticipated Future Activities**
- Expansion and updates to Vital Signs performance monitoring portal
 - EIR alternative performance assessment for next long-range plan
 - Completion of baseline and performance progress reports in compliance with new MAP-21 requirements

F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses
107,411	57,380	0	164,791

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Total Revenues
50,000	10,000	104,791	164,791

Work Element 1311: Lifeline Transportation Planning

A. Project Description

Objectives

- Improve mobility in the region's Communities of Concern (COCs), as identified in the regional long-range transportation plan. These communities are identified where there are multiple concentrations of transportation-disadvantaged populations, including concentrations of low-income and minority populations.
- Understand the needs of different COCs through community based planning processes that result in clearly identified projects that will enhance access and mobility and can be funded with Lifeline or other funds.

Description

Lifeline Transportation Planning activities identify transportation needs and barriers faced by the region's low-income and minority communities of concern, and support local, collaborative process to prioritize solutions to those gaps via Community Based Transportation Planning. Staff continues to work closely with county Congestion Management Agencies to complete community-based transportation plans (CBTPs) in the remaining COCs that do not have an adopted CBTP, and to advise and participate in updates that were funded in the Third Cycle of Lifeline Transportation Program funding. There are eight plans remaining to be completed.

In addition, these activities inform and support the goals and strategies identified in the MAP-21-mandated Coordinated Public Transit—Human Services Transportation Plan which was initially adopted by the Commission in December 2007 and updated in March 2013 in conjunction with the adoption of Plan Bay Area. The purpose of this update was to engage stakeholders in reviewing, informing, and updating regionally identified priorities and strategies for enhancing coordination of transportation services for low-income, senior, and disabled populations.

Projects and solutions identified through these planning efforts are eligible for funding under MTC's Lifeline Transportation Program.

The Third Cycle Lifeline Transportation Program guidelines identified funding for MTC to conduct a Regional Means-Based Transit Fare Pricing Study. The purpose of the study is to develop scenarios for funding and implementing a regional means-based transit fare program or programs in the nine-county Bay Area, and to determine the feasibility of implementing the scenarios. Each of the scenarios must be consistent with the following three overall program objectives:

- Make transit more affordable for low-income residents
- Move towards a more consistent regional standard for fare discount policies
- Be financially viable and administratively feasible, without adversely affecting the transit system's service levels and performance

B. Planning Factors Addressed

Planning Factors Addressed Provide more transportation choices; support existing communities; leverage Federal policies & investment; value communities and neighborhoods

C. Previous Accomplishments

- Objectives**
 - Same as above
- Accomplishments**
 - Community Based Transportation Plans (ongoing)
 - Coordinated Plan Update (2013)
 - Initiated the Regional Means-Based Transit Fare Pricing Study (February 2015)
- Work Products**
 - For a complete listing of completed Community-Based Transportation Plans, see MTC’s Website under Planning at: <http://www.mtc.ca.gov/planning/cbtp/>
 - Coordinated Public Transit-Human Services Transportation Plan
 - Consultant Contract for Regional Means-Based Transit Fare Pricing Study

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Community Based Transportation Plans (local jurisdictions)	Finish all remaining Community-based plans; oversee updates of older plans as implemented by CMAs	July 2015	June 2016
2	Support strategies outlined in the Coordinated Public Transit—Human Services Transportation Plan, including transportation/land use connections and mobility management	Lifeline Transportation Program and other projects implemented consistent with the Coordinated Plan; the completion of the Roadmap Study, a regional mobility management project; and potentially new mobility management focused projects (see WE 1518)	July 2015	June 2016
3	Regional Means-Based Transit Fare Pricing Study	Study reports/findings	January 2015	February 2016

E. Anticipated Future Activities (FY 2016-17)

- Anticipated Future Activities**
 - Support priority strategies identified in the Coordinated Public Transit—Human Services Transportation Plan update
 - Continued administrative refinements to Lifeline Transportation Program to reflect changes in MAP-21 and other funding sources as appropriate
 - Completion of CBTPs for communities identified as of April 2008
 - Updates to CBTPs funded in Cycle 3 of the Lifeline Transportation Program
 - Implement the recommendations, if any, from the Regional Means-Based Transit Fare Pricing Study

F. Budget

Salaries & Benefits	Indirect Services	Total Expenses
287,198	153,424	440,622

FHWA PL (Includes Toll Credit)	General Fund	Total Revenues
300,000	140,622	440,622

Work Element 1312: Support Title VI and Environmental Justice

A. Project Description

Objectives Support Title VI and Environmental Justice

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

B. Planning Factors Addressed

MTC is committed to:

- Increase the accessibility and mobility of people and for freight

C. Previous Accomplishments

Objectives Same as above

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

Limited English Proficient (LEP) Persons: In September 2010, the Commission adopted its *Plan for Special Language Services to Limited English Proficient (LEP) Populations* (the “Plan”). In FY 2012/13 MTC revised the analysis related to the Plan. The Plan for *Special Language Services to Limited English Proficient (LEP) Populations* can be viewed at: http://www.mtc.ca.gov/get_involved/lep.htm

Public Participation Plan (PPP): MTC's Final 2010 Public Participation Plan was adopted by the Commission on December 15, 2010. MTC’s Draft 2015 Public Participation Plan was released for review on November 10, 2014, and comments were due January 12, 2015. The Commission adopted the 2015 PPP on February 25, 2015. The Final 2015 PPP and the Final 2010 PPP can both be viewed at: http://www.mtc.ca.gov/get_involved/participation_plan.htm

Outreach related to the 2013 Sustainable Communities Strategy/Regional Transportation Plan (Plan Bay Area) (SCS/RTP): Public engagement efforts for the SCS/RTP included:

- Public workshops in all nine Bay Area counties;
- Grants to community non-profit organizations in communities of concern for assistance in engaging their residents;
- Specialized focus groups;
- A statistically relevant public opinion poll (also available in languages other than English);
- Use of techniques to involve the public, including low-income communities, LEP communities and communities of color; and
- Engagement of advisory committees such including the Policy Advisory Council and the Regional Equity Working Group (see below).

Equity Analysis of Regional Transportation Plan/Sustainable Communities Strategy. In FY 11/12, MTC initiated a Regional Equity Working Group to assist the regional agencies in identifying equity issues, an analysis framework, and supportive policies that can add value to the process and/or address identified issues. This group, which includes members of the MTC Policy Advisory Council Equity & Access Subcommittee, met monthly throughout FY 12/13 to advise staff in delivering an Equity Analysis of the Draft RTP/SCS and all Title VI/EJ requirements for the metropolitan planning process. Results of the work and more details about public engagement efforts can be found here: <http://onebayarea.org/plan-bay-area/final-plan-bay-area/final-supplementary-reports.html>

Work Products

- Define and complete a short-range snapshot analysis (June, 2010)
- Title VI Quadrennial Report (November 2010)
- Revised Program Management Plan (December 2010)
- Final 2010 Public Participation Plan
- Plan for Special Language Services to Limited English Proficient (LEP) Populations
- Plan Bay Area Equity Analysis Report and related materials (April 2013)
- TIP Investment Analysis Report (April 2013)
- Triennial Title VI Report required under FTA Circular 4702.1B (August 2014)
- Draft 2015 Public Participation Plan (November 2014)

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Develop and implement public outreach activities as appropriate that engage Title VI/EJ/LEP communities in the implementation of the regional transportation plan.	<ul style="list-style-type: none"> ▪ Meeting agendas and notes ▪ Presentation Materials ▪ Staff reports 	7/01/15	6/30/16
2	Continue to prepare all necessary Title VI/EJ/ reports and analyses, including MTC's Triennial Title VI report required under FTA Circular	<ul style="list-style-type: none"> ▪ Title VI Triennial Report 	7/01/15	6/30/16

	4702.1B, which was submitted in August 2014			
3	Incorporate EJ and Title VI considerations identified in the Equity Analysis into implementation activities for the 2017 RTP/SCS performance framework in partnership with advisors and other key stakeholders and groups	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials to Regional Advisory Working Group ▪ Technical reports ▪ Meeting agendas and notes 	7/01/15	4/30/16
4	Continue to work with Policy Advisory Council, the Bay Area Partnership, and other stakeholder groups on actions that will advance equity and environmental justice in the region.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation Materials to Policy Advisory Council ▪ Technical reports ▪ Meeting agendas and notes 	7/01/15	6/30/16

E. Anticipated Future Activities (FY 2016-17)

Anticipated Future Activities	Participate in Title VI Working Group
	Prepare Title VI/EJ reports and analyses
	Public outreach activities that engage Title VI, EJ and LEP communities in the implementation of the regional transportation plan.
	Consider EJ principles and Plan Bay Area Equity Analysis findings in developing implementation activities for the RTP/Sustainable Communities Strategy
	Research best practices around the nation for any other investment/equity analysis methods
	Continue to work with MTC Policy Advisory Council and other regional partners and stakeholders in advancing equity and environmental justice principles in the metropolitan planning process and related to the 2017 RTP/SCS.
	Include appropriate Title VI/nondiscrimination language in all appropriate contracts.

Work Element 1412: Transportation Conformity & Air Quality Planning

A. Project Description

Objectives

- Prepare State Implementation Plans to demonstrate how the San Francisco Bay Area air basin achieves applicable federal air quality standards.
- 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)).
- Conduct air quality planning and policy analysis in response to federal and state air quality regulations.

Description

State Implementation Plan

- MTC is a co-lead agency, along with Bay Area Air Quality Management District (BAAQMD) and Association of Bay Area Governments (ABAG), for preparation of State Implementation Plan (SIP). More specifically, MTC develops and analyzes Transportation Control Measures (TCMs) for potential inclusion in attainment and potential maintenance plans.
- In June 2004, the Bay Area was designated as a marginal nonattainment area of the national 8-hour ozone standard. US EPA lowered the national 8-hour ozone standard from 0.80 to 0.75 PPM (i.e. 75 ppb) on May 27, 2008. Following a lengthy litigation process, these updated standards, established as the 2008 ozone national ambient air quality standards (2008 ozone NAAQS), became effective July 20, 2012. Areas that did not meet the 2008 ozone NAAQS, including the Bay Area, were designated as nonattainment areas and have shown transportation conformity compliance for this revised standard since July 20, 2013 (see “Transportation Conformity” section below). The latest approved SIP for ozone is the *2001 Ozone Attainment Plan*.
- U.S EPA lowered the 24-hour PM_{2.5} standard from 65 µg/m³ to 35 µg/m³ in 2006. On December 14, 2009, EPA designated the Bay Area as nonattainment for the national 24-hour PM_{2.5} standard based upon violations of the standard over the three-year period from 2007 through 2009. Pursuant to the Clean Air Act, the Bay Area and MTC were subject to the requirement (beginning on December 14, 2010) to demonstrate that the RTP and TIP conformed to the SIP. In addition, beginning on December 14, 2010, certain roadway and transit projects that involve significant levels of diesel vehicle traffic needed to prepare PM_{2.5} hot-spot analyses. For PM_{2.5}, initially the Bay Area was required to prepare a SIP by December 2012 to show how the region would attain the standard by December 2014. In addition, although the Bay Area was designated as non-attainment for the national 24-hour PM_{2.5} standard based on monitoring data for the 2006-2008 period, the region exceeded the standard by only a slight margin. Since then, Bay Area PM_{2.5} levels have continued to decline. Air quality data from the regional monitoring network shows that the Bay Area met the national 24-hour PM_{2.5} standard during the three-year period from 2008 through 2010, as well as the three-year period from 2009 through 2011.
- Under US EPA guidelines, a region with monitoring data showing that it

currently attains an air quality standard can submit a “redesignation request” and a “maintenance plan” in lieu of a SIP attainment plan. However, the BAAQMD has believed that it would be premature to submit a PM_{2.5} redesignation request for the Bay Area at this time. Instead, the BAAQMD has pursued another option provided by US EPA guidelines for areas with monitoring data showing that they currently meet the PM_{2.5} standard. In December 2011, the Air Resources Board submitted a “clean data finding” request on behalf of the Bay Area. On January 9, 2013, EPA took final action and determined that the Bay Area attained the 2006 24-hour PM_{2.5} standard. EPA’s determination was based on complete, quality-assured, and certified ambient air monitoring data showing that the area monitored attainment based on the 2009-2011 monitoring period. Based on EPA’s determination, the requirements for the Bay Area to submit an attainment demonstration, together with reasonably available control measures (RACM), a reasonable further progress (RFP) plan, and contingency measures for failure to meet RFP and attainment deadlines are suspended for so long as the region continues to attain the 2006 24-hour PM_{2.5} standard.

Transportation Conformity

- The Transportation-Air Quality Conformity Analysis prepared by MTC is a technical analysis that demonstrates how the transportation activities in the RTP and TIP will not cause new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards. The goal of transportation conformity is to ensure that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and public transportation activities that are consistent with air quality goals. The air quality standards addressed in the conformity analysis include ozone, carbon monoxide and fine particulate matter (PM_{2.5}) standards.
- MTC’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 Transportation Improvement Program (TIP). Interagency consultation on transportation conformity and related air quality planning is facilitated through MTC’s Air Quality Conformity Task Force.
- MTC’s Resolution No. 3946 outlines procedures to be undertaken by MTC, EPA, Caltrans, FHWA, FTA, and State and local air agencies regarding interagency consultation procedures for PM_{2.5} hot-spot analysis for the Bay Area. Interagency consultation on project-level PM_{2.5} conformity is also facilitated through MTC’s Air Quality Conformity Task Force. Because the Bay Area is designated as a PM_{2.5} non-attainment area, Bay Area project sponsors are required to undergo project level conformity determinations for PM_{2.5} if their project meets certain criteria for projects of air quality concern.
- US EPA lowered the national 8-hour ozone standard from 0.80 to 0.75 PPM (i.e. 75 ppb) on May 27, 2008 (for more information, see “State Implementation Plan”). The 2008 ozone NAAQS became effective July 20, 2012, and grace period for completing these conformity analyses under this updated standard ended on July 20, 2013. In the summer of 2014, MTC

prepared a conformity analysis to conform the *2015 Transportation Improvement Program (TIP)* and reconfirm *Plan Bay Area* and both showed compliance with the 2008 ozone NAAQS.

Air Quality Planning & Policy Analysis

- MTC performs air quality and planning analysis on a wide range of federal and state air quality regulations and policies.
- MTC coordinates with the California Air Resources Board on the development of its regional emissions analysis, and prepares model assumptions and analysis for use by CARB.
- MTC assists the BAAQMD in preparing air quality planning and analysis for state-mandated Clean Air Plans (CAP), including the development of TCMs. In addition, MTC prepares annual reports on the implementation of TCMs in the adopted CAP. MTC will be working with BAAQMD to develop updated TCMs in the *2015 Clean Air Plan* (The 2015 Clean Air Plan is a continuation of what was originally called 2014 Clean Air Plan. These plans are not done annually).
- MTC plans, develops and manages various air quality and climate protection policies, strategies and initiatives to address state and federal air quality requirements.

B. Planning Factors Addressed

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

C. Previous Accomplishments

Objectives ▪ Same as above

Accomplishments ▪ MTC prepared the *Transportation Air Quality Conformity Analysis for 2015 Transportation Improvement Program and Plan Bay Area*, which was approved by the Commission in September 2014. FHWA and FTA issued joint approve of this conformity determination in December 2014.

 ▪ MTC adopted MTC Resolution No. 4176, which conforms that Plan Bay Area and the 2015 Transportation Improvement Program to the applicable state implementation plan in accordance with the provisions of 40 CFR Parts 51 and 93.

 ▪ Conducted interagency consultation regarding transportation conformity, PM_{2.5} project-level conformity, and other air quality issues through MTC's Transportation Air Quality Conformity Task (meeting on a monthly basis).

 ▪ MTC provided CARB updated travel activity and socio-economic data for use in developing ARB emission inventories in EMFAC 2014.

Work Products ▪ MTC Resolution No. 4176

 ▪ *Transportation Air Quality Conformity Analysis for 2015 Transportation Improvement Program and Plan Bay Area*

 ▪ Air Quality Conformity Task Force meeting agendas, meeting materials,

- and summary notes
- Updated travel activity and socio-economic data for use in developing ARB emission inventories in EMFAC 2014
- Travel demand model data for local community climate action plan development for cities in Contra Costa, San Francisco and Santa Clara counties

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Staff will conduct interagency consultation regarding transportation conformity, PM _{2.5} project-level conformity, and other air quality issues through MTC's Transportation Air Quality Conformity Task. The Task Force meets on a monthly basis, due primarily to the PM _{2.5} project-level conformity interagency consultation needs.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes 	<u>7/01/15</u>	<u>6/30/16</u>
2	Staff will prepare transportation-air quality conformity analysis on RTP and TIP amendments, as needed.	<ul style="list-style-type: none"> ▪ Transportation conformity analysis 	<u>7/01/15</u>	<u>6/30/16</u>
3	Staff will coordinate with the CARB on state air quality planning issues and emissions model development or update, as needed.	<ul style="list-style-type: none"> ▪ Consultation meetings ▪ Technical memos ▪ Data Exchange 	<u>7/01/15</u>	<u>6/30/16</u>
4	Staff will work with BAAQMD staff to develop updated TCMs in the draft and final <i>2015 Clean Air Plan</i> .	<ul style="list-style-type: none"> ▪ Report 	<u>7/01/15</u>	<u>11/30/15</u>
5	Staff will plan, develop and prepare various air quality and climate protection policies, data, strategies and initiatives in response to state and federal air quality requirements.	<ul style="list-style-type: none"> ▪ To be determined 	<u>7/01/15</u>	<u>6/30/16</u>

E. Anticipated Future Activities (FY 2016-17)

Anticipated Future Activities	<ul style="list-style-type: none"> ▪ Continue to manage and staff the regional Air Quality Conformity Task Force. ▪ Prepare draft and final Transportation-Air Quality Conformity Analysis for the TIP and TIP updates as needed.
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F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Total Expenses
146,212	78,108	0	224,320

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Total Revenues
100,000	10,000	114,320	224,320

Work Elements 1130: Legislation and Public Affairs

Objectives

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

Major Tasks

- **Implement Public Information Program**
- **Develop and Advocate for an Effective Legislative Program**
- **Advocate Legislative Programs**
- **Library Services**

Major Products to be delivered in FY 2015-16	Estimated Completion Dates
Annual Report to Sacramento delegation	Winter 2015
Annual Report to Congressional Delegation	Winter 2015

Work Element 1112: Implement Public Information Program

A. Project Description Objectives

- Involve the interested public in transportation planning, fund programming and allocation processes, including those in under-represented groups.
- Inform the media and public about current transportation activities, including regional operations projects, such as 511, Clipper® and Freeway Service Patrol.
- Provide opportunities for early and continuous public participation in the transportation planning process in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and federal policy by means of organized outreach and involvement activities, and through the Policy Advisory Council.
- Provide opportunities for public participation in the development of the Regional Transportation Plan/Sustainable Communities Strategy.

Description

Public Participation under State and Federal Law

- Federal law requires MTC — when developing the Regional Transportation Plan and the Transportation Improvement Program (TIP) — to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, this Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments.
- Under state law (revised most recently in 2008 by SB 375 (Steinberg), MTC and the Association of Bay Area Governments must develop a regional Sustainable Communities Strategy to integrate planning for growth and housing with long-range transportation investments, including goals for reducing greenhouse gas emissions for cars and light trucks. The law calls upon the Metropolitan Transportation Commission (MTC) to develop a plan to involve the public in this process. The goal is to promote an open, transparent process that encourages the ongoing and active participation of local governments and a broad range of stakeholders.

Public Participation Plan

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

B. Planning Factors Addressed

Planning Factors Addressed

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. Target underrepresented groups in MTC's outreach efforts, ensuring equity in

our planning efforts.

6. 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

7. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

8. Promote efficient system management and operation

9. Emphasize the preservation of the existing transportation system

C. Previous Accomplishments

Objectives

- Same as above

Accomplishments

Work Products

- Evaluation of Plan Bay Area outreach
- MTC's Annual Report
- Plan Bay Area document
- *E-News* – MTC's electronic newsletter
- Press releases, media advisories, etc.
- E-mail notifications; contact database
- Brochures, postcards
- Web site updates
- Public meetings, workshops and regional forums
- Videos and social media content
- Implemented various elements of the Climate Initiatives Outreach Program, including Spare the Air Youth program, smart driving pilots and creation of an electric vehicle educational campaign

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Support public meetings and other meeting and briefing materials; provide reports and summary of comments heard to decision makers at key milestones, consistent with MTC's Public Participation Plan	Meetings and briefing materials	7/01/15	6/30/16
2	Conduct media relations activities: prepare news releases and press packets; respond to requests for information; arrange press conferences; write and place op-ed pieces and articles; arrange editorial meetings; place commissioners and staff on public affairs shows	News releases, press packets, press events, articles	7/01/15	6/30/16
3	Oversee content and design for the agency's primary website as well as the BATA website; develop subsidiary websites as needed	MTC Website, BATA Website	7/01/15	6/30/16
4	Manage and evaluate public	Public Participation Plan	7/01/15	6/30/16

	participation for MTC's Regional Transportation Plan (including the SB 375/Sustainable Communities Strategy), the Transportation Improvement Program and the One Bay Area Grant program.			
5	Document formal Tribal government-to-government relations separately from public participation efforts, and solicit early involvement of Tribal governments and associated Native American organizations and individuals in public participation efforts	Government-to-Government Consultation to Native American Tribes report	7/01/15	6/30/16
6	Manage the Regional Measure 2 Marketing Program	N/A	7/01/15	6/30/16
7	Manage Climate Initiatives Public Outreach Program	Social marketing campaign, Spare the Air Youth Program	7/01/15	6/30/16
8	E- newsletter, annual report and other agency information products	E-Newsletters, reports	7/01/15	6/30/16
9	Provide editorial support to agency (including speeches, brochures, etc)	N/A	7/01/15	6/30/16

E Anticipated Future Activities (FY 2016-17)

- Anticipated Future Activities**
- Implement outreach related to the next RTP/SCS plan
 - Continue to implement/manage Climate Initiatives Outreach Program
 - Ongoing activities, as needed

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Consultant	Total Expenses
1,577,969	842,969	116,000	0	2,536,938

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Local Funds	Total Revenues
2,100,000	100,000	286,938	50,000	2,536,938

Work Element 1156: Library Services

A. Project Description

Objectives

- Provides library and information services for MTC Commission and staff, for ABAG and transit agency boards and staff, for employees of other public agencies, and for the public.
- Maintains and archives MTC publications and documents for the Commission's internal records.

Description

- The MTC/ABAG Library, managed by the Metropolitan Transportation Commission (MTC) and also sponsored in part by the Association of Bay Area Governments (ABAG), has an extensive collection of reports, books, and magazines, covering transportation planning, demographics, economic analysis, public policy issues and regional planning in the San Francisco Bay Area, and is designed to meet the information needs of government agencies, researchers, students, the media and anyone else who is interested in transportation, regional planning and related fields.
- The library houses 23,000 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 and participates in interlibrary loans.
- The library provides extensive reference assistance by telephone, email, fax and in-person.

B. Planning Factors Addressed

Planning Factors Addressed

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. 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
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasis the preservation of the existing transportation system

C. Previous Accomplishments

Objectives • Same as above

Accomplishments • Same as below.

Work Products • Electronic news clippings summary
 • Updates to Library Holdings
 • MTC Publications Bibliography
 • MTC Web Pages
 • New in the Library Bibliography

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	<ul style="list-style-type: none"> Manage MTC-ABAG Library, maintain a collection of print and electronic format documents and sources of information that support the work of MTC and ABAG 		7/01/15	6/30/16
2	<ul style="list-style-type: none"> Provide reference services to MTC Commission and staff and to ABAG staff, as well as to outside agencies and the public 		7/01/15	6/30/16
3	<ul style="list-style-type: none"> Screen major media, prepare and disseminate daily electronic "Transportation Headlines" compilation via email and Web 	<ul style="list-style-type: none"> Daily email 	7/01/15	6/30/16
4	<ul style="list-style-type: none"> Maintain the MTC Records Management Program for archiving internal records 		7/01/15	6/30/16
5	<ul style="list-style-type: none"> Maintain the MTC Publications Distribution Center 		7/01/15	6/30/16
6	<ul style="list-style-type: none"> Publish bibliographies of MTC and ABAG publications 	<ul style="list-style-type: none"> Bibliographies 	7/01/15	6/30/16
7	<ul style="list-style-type: none"> Provide electronic access to Library catalog through the Internet 		7/01/15	6/30/16
8	<ul style="list-style-type: none"> Publish a quarterly listing of library acquisitions 		7/01/14	6/30/15

9	<ul style="list-style-type: none"> Maintain the library and publications sections of MTC's Web page 	<ul style="list-style-type: none"> Web pages 	7/01/15	6/30/16
10	<ul style="list-style-type: none"> Serve as an affiliate of the State Data Center 		7/01/15	6/30/16
11	<ul style="list-style-type: none"> Maintain the Bay Area Census Web site 	<ul style="list-style-type: none"> Web statistics 	7/01/15	6/30/16
12	<ul style="list-style-type: none"> Manage the Electronic Information Delivery Service (Gov Delivery) 		7/01/15	6/30/16

E. Anticipated Future Activities (FY 2016-17)

Anticipated Future Activities ■ Same as above

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Total Expenses
295,108	157,650	0	452,758

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Total Revenues
200,000	10,000	242,758	452,758

Work Element 1131: Develop an Effective Legislative Program

Description

MTC researches, analyzes and monitors state and federal legislation for its impact on Bay Area transportation and MTC's overall long-range planning objectives. MTC staff works with other local, regional and statewide organizations. MTC staff develops legislative positions and proposals, obtains Commission approval, and advocates our positions and proposals to the appropriate legislative bodies. Advocacy includes visits between staff and Commissioners and state and federal elected officials. No state or federal funding is used to support advocacy programs.

Major Tasks

- Legislative Program
- Monitor changes to federal and state legislation and regulations and disseminate information
- Review and analyze new legislation and budget proposals
- Prepare and distribute legislative history and fact sheets
- Provide updates on transportation matters to MTC staff, commissioners and MTC Policy Advisory Council
- Develop legislative programs and proposals
- Develop and advocate positions on:
 - Funding for Bay Area transportation projects and programs
 - State and federal fund programming reform
 - Climate change related legislation
 - Affordable housing related legislation
 - Structural reforms to ensure adequate and predictable funding for transportation infrastructure
- Prepare legislative action alerts and testimony
- Maintain the legislative portion of MTC's Web site
- Represent MTC before Congress, U.S. DOT, the State Legislature, and related agencies
- Coordinate agency efforts in legislative strategies related to current and future federal surface transportation programs and legislation, and state funding and project delivery reforms.
- Actively participate in state and national forums involving the formation of legislative and regulatory proposals

Products

Estimated Completion Date

Legislative History	Monthly
Fact Sheets, Issue Papers	As required
Updates on Bay Area transportation	As required
Legislative and regulatory evaluations	As required
Legislative Action Alerts	As required
Annual Report to Sacramento delegation	Winter 2016
Annual Report to Congressional Delegation	Winter 2016

Not funded through the OWP process

Work Element 1132: Advocate Legislative Programs

Description

To achieve these objectives, MTC staff develops legislative positions and proposals, obtains Commission approval, and advocates our positions and proposals to the appropriate legislative bodies. Advocacy includes visits between staff and Commissioners and state and federal elected officials. No state or federal funding is used to support advocacy programs.

Ongoing tasks:

- Develop legislative programs and proposals
- Develop and advocate positions on:
 - -Funding for Bay Area transportation projects and programs
 - -State and federal fund programming reform
 - -Climate change related legislation
 - -Affordable housing related legislation
 - -Structural reforms to ensure adequate and predictable funding for transportation infrastructure
- FSP and operational program funding
- Address funding shortfalls
- Prepare legislative action alerts and testimony
- Provide content for and keep updated the legislative portion of MTC's Web site
- Represent MTC before Congress, U.S. DOT, the State Legislature, and related agencies
- Coordinate agency efforts in legislative strategies related to current and future federal surface transportation programs and legislation, and state funding and project delivery reforms.
- Utilize staff and consultants to actively participate in state and national forums involving the formation of legislative and regulatory proposals

Products

Legislative Action Alerts
Annual Report to Sacramento Delegation
Annual Report to Congressional Delegation

Estimated Completion Date

As required
Winter 2016
Winter 2016

Not funded through the OWP process

Work Element 1230: Improve Highway and Arterial Operations and Management

Objectives

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

Major Programs

- **Emergency response and security programs**

Work Element 1229: Emergency Response and Security Program

A. Project Description

- | | |
|--------------------|--|
| Objectives | <ul style="list-style-type: none">▪ Work with state, regional and local agencies to ensure timely and coordinated response to any regional emergency, through advanced planning and preparation such as the development of regional emergency response coordination plans, the Regional Transportation Emergency & Security Planning Report, the facilitation of regional transportation emergency preparedness exercises and coordination of security training for transportation agency personnel.▪ Support federal legislation to promote adequate security funding for multimodal transportation systems.▪ Support federal legislation to ensure timely reimbursement of emergency funding used to repair damaged transportation infrastructure. |
| Description | <ul style="list-style-type: none">▪ MTC's regional emergency response and security planning efforts focus on ensuring emergency response readiness and securing critical transportation infrastructure.▪ MTC has established a regional transportation emergency preparedness goal to coordinate response and recovery efforts resulting from man-made and natural events in order to minimize the threat and impact to lives, property and the regional economy.▪ These efforts include the development of regional emergency response plans; serving as a regional clearinghouse during the immediate response and recovery phase of an emergency; and coordination of annual emergency preparedness exercises. |

B. Federal Planning Factors

- | | |
|-----------------------------------|---|
| Planning Factors Addressed | <ol style="list-style-type: none">1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.2. Increase the safety of the transportation system for motorized and non-motorized users.3. Increase security of the transportation system for motorized and non-motorized users.4. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight. |
|-----------------------------------|---|

C. Previous Accomplishments

- Objectives** ■ Enhance emergency multimodal response and coordination capabilities of regional transportation agencies
- Accomplishments** ■ Conducted Regional Exercises
- Work Products** ■ Exercise Plans, Manuals, After Action Reports and Improvement Plans

D. Work Plan (FY 2014-15)

Task No.	Task Description	Work Products	Start Date	End Date
1	Tabletop Exercise (Annual) <i>MTC shall work with the Trans Response Steering Committee and the exercise design team to define and develop the scenario to be used for the tabletop exercise/workshop. It is anticipated that the tabletop exercise/workshop scenario will be based on corrective actions identified from previously conducted exercises.</i>	Conduct of 2015 Tabletop/Workshop Three-year program of workshops and Tabletop/Exercises	June 2014 TBD	Dec 2015 (Various)
2	Develop Business Continuity of Operations Plan (COOP) <i>Assist with the development of a Continuity of Operations Plan for the region's transportation agencies to serve as a tool to ensure that an agency is able to perform its critical functions following a regional incident or disaster.</i>	Continuity of Operations Plan	TBD	TBD
3	Training – 3 year program <i>Conduct annual emergency preparedness training.</i>	EOC Training	Ongoing	Conducted Annually

E. Anticipated Future Activities (FY 16-17)

- Anticipated Future Activities**
- Continue to conduct regional transportation emergency preparedness exercises.
 - Participate in regional recovery coordination and planning efforts.
 - Continue to provide emergency management training opportunities.
 - Assess need to revise emergency operations procedures.

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Total Expenses
298,903	159,678	0	458,581

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Total Revenues
200,000	10,000	248,581	458,581

Work Element 1510: Support Regional Transportation Investments

Objective

Support the region's investment in transportation infrastructure by conducting financial analysis and planning, developing funding policies and programs, implementing federal and state legislation, administering regional transit assistance programs in collaboration with Caltrans District 4, and monitoring and reporting on the project delivery and expenditure of funds.

Major Tasks

- **Conduct financial analysis and planning**
- **Federal programming, monitoring and TIP Management**
- **Transit Sustainability Project**

Major Products to be delivered in FY 2015-16	Estimated Completion Dates
Proposed Estimate and Distribution of Transit Operating Revenue	Spring 2016
Annual Report: Financial Elements	Spring 2016
2013 Transportation Improvement Program Amendments	Ongoing
Transit Sustainability Project Task Orders	Ongoing
2015 TIP Development	Spring/Summer 2016
Proposition 1B (Transportation Bond) Program Delivery	Ongoing
FY 2015-16 to 2016-17 FTA Program Adjustments and Implementation	Spring/Summer 2015 and 2016
FY 2015-16 to FY 2016-17 STP/CMAQ Program Implementation	Spring/Summer 2015- 2016
Federal Funding Obligation Plan	Fall 2015
Finalize/Enhance Modules of Integrated Funding Database	Ongoing
Statistical summary of transit operators	Summer/Fall 2015
Performance Audit final reports	Summer 2015
Transit Capital Inventory Assessment of Bay Area Transit Operators – Phase 3	Spring/Summer 2015

Work Element 1233 Transportation Asset Management (TAM) Program

Objectives

Provide comprehensive data on the region's transportation capital assets 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 Moving Ahead for Progress in the 21st Century (MAP-21) that requires recipients and sub-recipients of Federal funding to develop Transit Asset Management Plans and use an asset management system to develop capital asset inventories. MAP-21 also requires the reporting of performance measures related to the State of Good Repair for both the transit system and streets and roads on the National Highway System.

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)

Description

The local roadway component of the Transportation Asset Management (TAM) program includes the Regional Streets and Roads Program (RSRP). This program includes the MTC Pavement Management Program (PMP) StreetSaver—a computer-assisted decision-making process designed to help cities and counties prevent pavement problems through judicious maintenance, and to diagnose and repair those that exist in a timely, cost-effective manner—and StreetSaver Plus, which applies the same concepts of a PMP to local road *non-pavement* assets such as sidewalks, storm drains, signs, signals and streetlights. Staff manages the development of the StreetSaver and StreetSaver Plus software, provides local agencies with information and assistance in the application of the software, and in linking road maintenance needs to funding actions. In addition, MTC provides ongoing training and support to keep local PMPs operational. Much of the technical information generated by this program is used by the Local Streets & Roads Working Group to develop policies to both improve maintenance practices and provide additional funding support. Data generated from the program is also used to perform regional analyses of asset conditions and funding scenarios to inform regional planning and programming processes. MTC staff also provides support for the California Statewide Local Streets and Roads Needs Analysis. StreetSaver is the analytical tool that is used to perform the statewide needs assessment.

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

Ongoing tasks:

- Update and refine the Regional Transit Capital Inventory
- Develop, upgrade, maintain and distribute the StreetSaver and StreetSaver Plus software
- Develop regional and operator-based forecasts of transit capital maintenance and repair needs, available funding sources, and condition scenarios based on revenue options
- 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 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 Pavement Management Engineering Technical Assistance Program (P-TAP)
- Implement the Data Quality Management Program for P-TAP
- Facilitate meetings of the Local Street and Road Working Group and the asset management sub-committee of the Transit Finance Working Group

Previous Accomplishments

- P-TAP grant program
http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2338/2g_PTAP_Round_16.pdf
- Regional PCI Summary
http://mtc.ca.gov/news/street_fight/pci.htm
- Pothole Report
http://mtc.ca.gov/library/pothole_report/Pothole_Report_2011.pdf
- Plan Bay Area Needs Assessments
http://planbayarea.org/pdf/final_supplemental_reports/FINAL_PB_A_Local_Street_and_Road_Needs_and_Revenue_Assessment.pdf
http://planbayarea.org/pdf/final_supplemental_reports/FINAL_PB_A_Transit_Operating_and_Capital_Needs_and_Revenue_Assessment.pdf
- Statewide Needs Assessment
<http://www.savecaliforniastreet.org/read-the-report/>

Products**Estimated Completion Date**

Provide technical assistance through P-TAP	Annually
Provide technical training and support for StreetSaver users	As requested
Provide support to the Local Streets & Roads Committee & the Transit Finance Working Group sub-committee on asset management	Monthly
Regional Transit Capital Inventory Update	Winter 2016
Regional summary of pavement conditions	Annually
Regional asset conditions and funding needs analyses	As required
Statewide Needs Assessment	Fall 2016
Regional pavement condition data for Vital Signs	Annually

Salaries & Benefits	Indirect Services	Other Operating Expenses	Consultant	Total Expenses
498,087	266,084	10,000	221,000	995,171

FTA 5303 PL (Includes Toll Credit)	General Fund	FTA 5303 Est. C/O		Total Revenues
100,000	774,171	121,000	0	995,171

Work Element 1511: Conduct Financial Analysis and Planning

A. Project Description

Objectives

- Develop realistic, innovative financial plans and strategies supporting the implementation of plans, programs and projects in the Regional Transportation Plan (RTP) and other Commission initiatives.
- Provide financial analysis in support of the legislative program
- Provide revenue forecasting and needs assessment analysis in support of regional funding decisions and the adequate operation and maintenance of the regional transportation system.
- Evaluate financial projections and estimates for financial constraint of the TIP and RTP.

Description

- Develop as accurate and consistent projections of transportation revenue for the San Francisco Bay Area as possible through coordination with the Federal Transit Administration, Federal Highway Administration, and the California Department of Transportation.
- Prepare financial analyses of state and federal transportation budgets and proposed legislation to determine potential impacts to plans and programs.
- Prepare financial analyses and forecasts for transit operator Short Range Transit Plans, including financial capacity assessments for the Transportation Improvement Program.
- Prepare revenue assumptions for the long-range plan.
- Develop needs and shortfall projections in the long-range plan to maintain the existing system – for transit operating, capital, and streets and roads.
- Develop annual fund estimate and distribution of Transit Operating Revenues.
- Maintain and update the RTP financial element for highways; transit; local streets and roads, including multi-year projection of costs and revenues; the updated information is required to support related planning needs.
- Prepare project or corridor level financial capacity analyses to support financial planning, programming or allocations activities, as required.
- Identify transportation financial techniques and opportunities appropriate for the Bay Area, and MTC's role in planning and implementing selected techniques.

B. Planning Factors Addressed

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Promote efficient system management and operation
3. Emphasize the preservation of the existing transportation system

C. Previous Accomplishments

- Prepared Draft and Final TIP and complementary financial analysis
http://files.mtc.ca.gov/pdf/TIP/2015/final_2015_tip_fca.pdf
- Developed annual fund estimate and distributions for Transit Operating Revenues
http://www.mtc.ca.gov/funding/STA-TDA/Fund_Estimate_Revision_Reso-4133.pdf

- Developed Transit Operating Revenue forecasts for transit operators Short Range Transit Plans http://files.mtc.ca.gov/pdf/FTA/SRTP_Revenue_Forecast.pdf
- Developed Plan Bay Area revenue forecasts http://planbayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Financial_Assumptions.pdf
- Developed financial element of Plan Bay Area's Transportation Investment Strategy http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1875/Item_4a_Pref_Land_Use_Scenario_Transp_Invest_Strategy.pdf

- Work Products**
- FY 2015-16 MTC Fund Estimate (Completion March 1, 2015)
 - MTC Annual Report: Financial Elements http://files.mtc.ca.gov/library/pub/5237_2014.pdf
 - 2015 TIP Financial Analysis http://files.mtc.ca.gov/pdf/TIP/2015/final_2015_tip_fca.pdf

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Develop FY 2015-16 annual fund estimate and distribution of Transit Operating Revenues	▪ Annual fund estimate and distribution for FY 2015-16 Transit Operating Revenues	9/01/15	6/30/16
2	Prepare financial elements of the Annual Report	▪ MTC Annual Report: Financial Elements	1/01/15	5/15/16
3	Develop Regional Transportation Plan revenue assumptions and draft forecasts	▪ Draft RTP forecast	7/01/15	6/30/16

E. Anticipated Future Activities (FY 2016-17)

- Anticipated Future Activities**
- Final revenue forecasts for the Regional Transportation Plan
 - TIP Financial Capacity Analysis

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Total Expenses
294,821	157,497	0	452,318

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Total Revenues
150,000	10,000	292,318	452,318

Work Element 1512: Federal Programming, Monitoring and TIP Management

A. Project Description (FY 2015-16)

Objectives

- Participate with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), California Department of Transportation (Caltrans), regional agencies, transit operators, county transportation authorities, local jurisdictions, tribal governments, community organizations, stakeholders, and the public in identifying candidate projects for the Federal Transportation Improvement Program (FTIP) and developing federal programs to implement the Regional Transportation Plan (RTP)
- Participate with regional, local and state agencies, stakeholders, the general public and the private sector in efforts to identify, plan and influence policies, strategies, programs and regulations to maximize implementation of the transportation plan to the benefit of the region.
- Actively monitor overall federal funding levels, maintain apportionment and Obligation Authority (OA) balances and reconcile with state and federal balances on a regular basis. Ensure federal programs are financially constrained within the Federal Transportation Improvement Program (FTIP), consistent with federal and state regulations and procedures.
- Prepare and implement the Federal Transportation Improvement Program (FTIP) in consultation with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), federal Environmental Protection Agency (EPA) California Department of Transportation (Caltrans), regional agencies, transit operators, county transportation authorities, local jurisdictions, tribal governments, community organizations, stakeholders, and the public.
- Develop and implement regional policies and guidance for the monitoring and on-time delivery of federal funds.
- Develop funding plans and monitor implementation of major multi-year transit capital investments, including the Core Capacity Challenge Grant Program, Caltrain Modernization, and BART Railcar Replacement Phase 1 (see descriptions below).
- Prepare various funding investment analyses including evaluating the operation and maintenance of the existing transportation system; analyze funding decisions in relation to various identified categories; prepare financial capacity assessments; compare funding commitments to planned investment strategies; and prepare annual funding reports.

Description

- Support efforts to implement relevant aspects of the Moving Ahead for Progress in the 21st Century (MAP-21), and successor legislation. These efforts include providing data on transportation needs, and developing programs that maximize funding, maintain programming flexibility and facilitate project delivery. Analyze legislation, proposed rulemakings, and appropriation bills for impacts to existing and proposed transportation programs, and prepare estimation of specified federal transportation funds to be made available under federal surface transportation programs. Implement provisions of new legislation and annual appropriation bills across all impacted programs.

- As the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for the nine counties of the San Francisco Bay Area, MTC has programming responsibility for Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement Program (CMAQ) and large-MPO Transportation Alternative Program (TAP). MTC implements these programs by conducting programming cycles roughly every two years, known as the STP/CMAQ Cycle Programming and TAP element of the Alternative Transportation Program (ATP) (See also Work Element 1515). MTC works with our partner agencies, including Caltrans, FHWA and FTA to develop projects and programs to implement the investment strategies identified in the most recent Regional Transportation Plan (RTP). This effort includes development of priority funding categories, project solicitations at both the county and regional level, evaluation for eligibility and consistency with regional goals and objectives, and amendment of the project listing into the federal Transportation Improvement Program (TIP).

- As the designated recipient for selected Federal Transit Administration (FTA) funding, MTC is responsible for the assignment of FTA Section 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus and Bus Facilities (and, formerly, 5309 Fixed Guideway Modernization) funding to the federally-eligible transit operators within the region. This is achieved through a process known as Transit Capital Priorities, where the operators, in cooperation with MTC, develop annual programs for FTA funds within the urbanized areas of the Bay Area. MTC assigns FTA funding through the Program of Projects, which is updated annually, typically in the spring of each year, once appropriations and apportionments have been finalized. MTC programs a portion of the region's 5307 funds for job access and reverse commute projects through the Lifeline Transportation Program. MTC also develops regional funding policies and programs that reflect RTP policies for other FTA funding programs including Rural/Non-urbanized (Section 5311) and Seniors and Individuals with Disabilities (Section 5310). Furthermore, the Regional Transit Expansion Policy (MTC Resolution 3434) guides the region in expanding the regional transit system. Certain federal funds are identified as components of the Regional Transit Expansion funding plans including FTA New Starts, Small Starts, earmarks and FRA High Speed Rail funds.

- MTC programs FTA formula funds through the Transit Capital Priorities program to support major multi-year transit capital investment plans, including:
 - Core Capacity Challenge Grant Program – a 16-year, \$7.5 billion (including \$3.3 billion of federal funds) commitment to high-priority transit capital projects that will improve the capacity and state of good repair of transit services in the urban core of the region;
 - Caltrain Modernization – an eight-year, \$1.2 billion (including \$400 million of federal funds) commitment to implement Positive Train Control and electrify the Caltrain line, including procurement of electric railcars,

- which will enable the implementation of blended service with the California High Speed Rail line currently under development; and
- BART Railcar Replacement Phase 1 – a 14-year, \$1.2 billion (including up to \$871 million of federal funds) commitment to replace 350 of BART’s railcars.
-
- The federally required TIP is a comprehensive listing of San Francisco Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes during the TIP period. Federal regulations require MTC to prepare and adopt an updated TIP at least every four years or more frequently if required by the State of California (Caltrans). The entire update process takes a full year to complete. The TIP may be revised to make necessary changes to the project listings prior to the next update. MTC anticipates revising the TIP on a monthly basis unless special situations require a more frequent update schedule.

 - To meet federal requirements, Assembly Bill 1012 (Chapter 783, Statutes of 1999- Torlakson), and California Government Code 16304 require the timely use of federal funds administered through the State. This includes most, if not all federal funds under MTC’s responsibility. MTC adopted policies and procedures (MTC Resolution 3606) to ensure state and federal funding deadlines are met and funds are not lost to the region. MTC, working closely with the county Congestion Management Agencies (CMAs), monitors the delivery of federal funds on a continual basis through the development of program funding delivery reports and distribution of these reports through its website and at monthly meetings with partner agencies. MTC’s Fund Management System (FMS) is an integral part of tracking these funds. MTC tracks overall federal funding levels, maintaining apportionment and Obligation Authority (OA) balances that are reconciled with state and federal balances on a regular basis, ensuring federal programs are financially constrained for these funds, consistent with the Caltrans OA management policy and FTA procedures.

B. Planning Factors Addressed (FY 2015-16)

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. 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
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system

C. Previous Accomplishments (FY 2014-15)

Objectives

- Same as above

Accomplishments

- 12 TIP Revisions - 608 projects totaling \$2.5 billion (Calendar Year 2014)
- 2015 federal TIP Update – 1,004 projects totaling \$48.7 billion (December 2014)
- STP/CMAQ - \$191 Million delivered (FHWA Obligations) (FFY 2013-14)
- FY 2013-14 Listing of Federally Obligated Projects (December 2014)
- FY 2013-14 Annual Federal Obligation Plan (December 2014)
- FY 2013-14 Listing of CMAQ Emission Benefits (December 2014)
- FTA 5307/5309 FG/5337/5339 – amended FY14 (April 2014) and FY15 (est. April 2015) preliminary Program of Projects to reflect final FTA apportionments, adopted updated policy for programming FY15 and FY16 funds (June 2014), adopted preliminary FY15 program (December 2014), and supported transit operator grant applications to FTA with concurrence letters and monitoring (May 2014 to September 2015); submitted FY13 and FY14 5339 grant applications to FTA on behalf of transit operators; continued to implement agreement with Caltrans developed in FY13 regarding project selection and grant procedures for FTA 5307 and 5339 funds in small urbanized areas
- FTA 5311 – adopted preliminary program for FY14 and FY15 (December 2013), revised FY14 (March 2014) and FY15 (December 2014) programs to reflect revised regional share of state apportionments allocated by Caltrans
- FTA 5310 – adopted preliminary program for FY13 and FY14 and submitted to Caltrans using new project selection and grant procedures developed with Caltrans, FTA and other stakeholders to reflect MAP-21's major revisions to Section 5310
- Developed Cycle 1 regional ATP (included under Work Element 1515)

Work Products

- Twelve TIP Revisions
- Final 2015 TIP Update
- FY 2013-14 Listing of Federally Obligated Projects
- FY 2013-14 Annual Listing of CMAQ Emission Benefits

- FY 2014-15 Annual Federal Obligation Plan
- FTA 5307/5337/5339 final FY14 and preliminary FY15 Program of Projects
- 63 concurrence letters for FTA grants
- FTA 5311 FY14 and FY15 Program of Projects
- FTA 5310 FY13 and FY14 Program of Projects
- Regional ATP (see Work Item 1515)

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Prepare 15 revisions to federal 2015 TIP 23 CFR §450.326	<ul style="list-style-type: none"> ▪ TIP Amendments ▪ TIP Administrative Modifications ▪ TIP Revision Financial Constraint Documentation 	7/01/2015	6/30/2016
2	Prepare 2017 TIP Update	<ul style="list-style-type: none"> ▪ Draft FTIP Update ▪ Final FTIP Update ▪ Updated TIP Air Quality Conformity Analysis 	12/01/2015	12/15/2016
3	Prepare transportation investment analyses for the TIP	<ul style="list-style-type: none"> ▪ Various TIP Investment Analyses 	7/01/2015	6/30/2016
4	Monitor federal programs to ensure financial constraint and consistency with the TIP and RTP	<ul style="list-style-type: none"> ▪ Various Fund-Program Status Reports 	7/01/2015	6/30/2016
5	Manage and implement STP/CMAQ FY13 to FY17 Programming CA S&H Code 182.6, 182.7	<ul style="list-style-type: none"> ▪ STP/CMAQ Cycle 2 Program 	7/01/2015	6/30/2016
6	Develop new STP/CMAQ FY18 to FY22 OBAG 2 Programming CA S&H Code 182.6, 182.7	<ul style="list-style-type: none"> ▪ STP/CMAQ OBAG 2 Program 	1/01/2015	12/15/2015
7	Manage and implement federal TAP / State ATP Large MPO Competitive Program 23 USC § 213 (see also Work Item 1515)	<ul style="list-style-type: none"> ▪ TAP/ATP Cycle Program 	07/01/2015	06/30/2016
8	Prepare annual obligation plan for local federal-aid projects CA S&H Code 182.6, 182.7	<ul style="list-style-type: none"> ▪ Annual Obligation Plan 	07/01/2015	09/30/2015
9	Prepare annual listing of	<ul style="list-style-type: none"> ▪ Annual Listing of 	11/01/2015	12/31/2015

	federally obligated projects 23 CFR §450.332	Federally Obligated Projects		
10	Prepare annual CMAQ emissions benefit report 23 USC §149.h	▪ Annual CMAQ Emissions Benefit Report	11/01/2015	11/30/2015
11	Participate in California Federal Programming Group (CFPG)	▪ Various TIP procedural Enhancements and Programming outcomes	7/01/2015	6/30/2016
12	Implement regional funding-delivery policy guidance for FHWA-Administered funds	▪ MTC Resolution 3606 Revised	07/01/2015	06/30/2016
13	Engage in discussions for new federal authorization or MAP-21 Extension	▪ Various Analyses supporting MAP-21 Extension	03/01/2015	09/30/2015
14	Continue to implement new MAP-21 requirements as they are developed by FHWA and FTA	▪ Various administrative and programmatic updates, TBD	7/01/2015	6/30/2016
15	Develop and adopt preliminary FTA 5307/5337/5339 FY16 Program of Projects (POP) and revise FY16 program to reflect final apportionments 49 USC 5307, 5337 and 5339	▪ FTA Program of Projects (POP) TIP Amendments	7/01/2015	5/30/2016
16	Develop and adopt preliminary FTA 5311 FY16 and FY17 Program of Projects (POP) 49 USC 5311	▪ FTA Program of Projects (POP) TIP Amendment	9/01/2015	11/30/2015
17	Develop and adopt FTA 5310 FY15 and FY16 Program of Projects (POP) 49 USC 5311	▪ FTA Program of Projects Resolution	9/01/2015	6/30/2016

E. Anticipated Future Activities (FY 2016-17)

Anticipated Future Activities ▪ Same as above

F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Total Expenses
1,470,396	785,502	12,000	2,267,898

FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	General Fund	Total Revenue
1,700,000	100,000	467,898	2,267,898

Work Element 1517: Transit Sustainability Planning

A. Project Description

Objectives

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

Description

- The TSP will inform scenario development and investment trade off discussions for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).
- The TSP included a comprehensive, fact-based analysis of the existing system focused on service design and delivery, financial viability, and decision-making structures.
- The analysis acknowledged the role external factors play in the long-term viability of the transit system, such as land use and transportation pricing, which are critically important as the region grapples with preparing the Sustainable Communities Strategy required by SB 375.
- Financial Analysis:
 - Conducted financial analysis of key internal and external cost drivers and development of cost containment strategies
 - Conducted financial analyses of existing revenue sources, revenue trends and opportunities for new revenue sources and innovative policies for revenue sharing and transit/transportation pricing.
- Service Analysis:
 - Conducted in-depth service analysis at the regional and sub-regional level.
 - Defined effective transit service at the regional, sub-regional and local levels, establishing service criteria and performance objectives.
 - Identified infrastructure and operating policies that could increase transit's effectiveness.
 - Recommended prioritized strategies for maximizing ridership, containing costs, and increasing service efficiencies.
 - Recommended policies, service delivery strategies, and cost containment strategies for ADA-paratransit services in the region.
- Institutional Analysis:

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

B. Planning Factors Addressed

Planning Factors Addressed

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the accessibility and mobility of people and for freight
3. 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
4. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
5. Promote efficient system management and operation
6. Emphasis the preservation of the existing transportation system

C. Previous Accomplishments

Accomplishments

- Project recommendations adopted in May 2012 - <http://www.mtc.ca.gov/planning/tsp/>.
- Project implementation commenced in June 2012.
- Round 1 TPI Incentive grants awarded in January 2013 –
- http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1949/4a_TransitCapitalPriorities_TransitCapitalRehabPolicyPrograms.pdf.
- Round 2 TPI Incentive grants awarded in March 2014 - http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2188/04a_TPI-Incentive.pdf.
- Round 1 TPI Investment grants awarded in May 2012 - http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1852/4_TPI_Major_Corridors.pdf.
- Round 2 TPI Investment grants awarded in September 2014 - http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2271/5b_TPI_Round2_Programming_RESO-4035.pdf.
- Completed Phase I of the Tri-City Transit Study - and transitioned potential Phase II work to Alameda CTC per project Policy Advisory Committee direction.

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Support AC Transit Inner East Bay Comprehensive Operational Analysis Outreach	<ul style="list-style-type: none"> ▪ Comipilation of public outreach for consideration by AC Transit Board. Feedback will be considered in future 	7/01/14	12/31/2015

		route changes and service design.		
2	Conduct AC Transit/BART Inner East Bay Fare Discount Pilot Program	<ul style="list-style-type: none"> ▪ Draft and Final Study Report including analysis of pilot participant behavior and potential opportunities for new fare products/discounts for customers using multiple transit systems. 	9/1/2014	12/31/2015
3	Support bus integration and station access improvements in anticipation of Sonoma Marin Area Rapid Transit service opening in 2016	<ul style="list-style-type: none"> ▪ Draft Recommendations Report ▪ Final Recommendations Report 	3/1/2015	12/31/2015
4	Continue programming and monitoring of Transit Performance Initiative programs (Investment and Incentive Program) to support a robust transit system in the Bay Area region.	<ul style="list-style-type: none"> ▪ Program of Projects adopted by Commission 	5/23/2012	6/30/2016
5	Continue to assist in development and monitoring strategic plans for largest seven transit agencies to meet performance measure targets established in the TSP	<ul style="list-style-type: none"> ▪ Annual Draft and Final Reports of progress towards performance measure targets 	Ongoing	Ongoing

E. Anticipated Future Activities (FY2016-17)

Anticipated Future Activities ▪ Continual implementation of TSP Recommendations and monitoring of progress towards performance targets.

F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses
131,154	70,064	1,997,684	2,198,902

FTA 5303 PL (Includes Toll Credit)	General Fund	FTA 5303 Est. C/O	Total Revenue
590,000	161,218	1,447,684	2,198,902

Work Element 1519: Transit Core Capacity Study

A. Project Description

Objectives

- The Core Capacity Transit Study will identify a package of investments, operational strategies and policies that expand transit capacity and connectivity to Core San Francisco job centers.
- The Core Capacity Transit Study will inform scenario development and investment trade off discussions for the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Description

- Building off of the work done as part of the Transit Sustainability Project (WE 1517) and the 2013 RTP/SCS, *Plan Bay Area (WE 1121)*, the Bay Area Core Capacity Transit Study will identify and prioritize feasible short-, mid-, and long-range strategies, including infrastructure improvements and policy and operational recommendations, to maintain and increase transit capacity and improve reliability and connectivity. The Study will:
 - Screen and prioritize alternative strategies to a limited number for future project development and implementation work.
 - Develop a preliminary recommendation for phasing by time horizon, and for inclusion in future updates of the RTP/SCS and Study Partners' planning efforts.
- The Core Capacity Transit Study will provide an opportunity to develop and implement short-range strategies to advance as interim recommendations during the project.
- The Core Capacity Transit Study will include project analysis that will be integrated with the performance analysis being developed and conducted to support the 2017 update of the RTP/SCS (WE 1212).
- The Core Capacity Transit Study will include engagement with the public and stakeholders throughout the process.
- The Core Capacity Transit Study will develop regional consensus on prioritized alternatives that can be used to aid as an advocacy platform for future funding programs, and to leverage existing funding sources.

B. Planning Factors Addressed

Planning Factors Addressed

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the accessibility and mobility of people and for freight
3. 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
4. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
5. Promote efficient system management and operation
6. Emphasis the preservation of the existing transportation system

C. Previous Accomplishments

- Accomplishments**
- Developed scope of work and convened multi-agency Project Team to initiate the Core Capacity Transit Study.
 - Requested and were awarded a TIGER grant to support the Core Capacity Transit Study.
- Work Products**
- Refined scope of work and procured consultant for the Core Capacity Transit Study.
 - Executed Project Charter with partner agencies.

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Finalize Updated Scope, Schedule and Budget	▪ Draft and Final Revised Scope, Schedule and Budget	2/2015	6/2015
2	Develop Public Outreach Plan	▪ Draft and Final Public Outreach Plan ▪ Meeting materials ▪ Outreach materials and summaries	2/2015 Ongoing	6/2015 Ongoing
3	Existing and Future Needs Synthesis	▪ Technical memos	5/2015	9/2015
4	Identify Transportation Challenges Facing the Study Area and Corridors	▪ Technical memo	5/2015	9/2015
5	Establish Evaluation Framework	▪ Technical memos	6/2015	10/2015
6	Develop Capacity Improvement Concepts	▪ Capacity improvement concept descriptions and visuals	9/2015	12/2015
7	Screen Capacity Improvement Concepts (integrated with WE 1212)	▪ Technical memo documenting the analysis and results and recommending concepts for further analysis	1/2016	3/2016
8	Conduct project development activities for the subset of concepts identified in Task 7 for further project development	▪ 5% engineering drawings , service and operating parameters for selected projects	3/2016	7/2016

E. Anticipated Future Activities (FY2016-17)

- Anticipated Future Activities**
- Conduct project development activities for the subset of concepts identified in Task 7 for further project development (continued).
 - Evaluate, prioritize and phase capacity improvement concepts.
 - Refine project development
 - Prepare implementation strategy
 - Draft and final report

F. Budget

Salaries & Benefits	Indirect Services	Consultant	Total Expenses
398,205	212,725	1,750,000	2,360,930

TIGER	FTA 5303 PL (Includes Toll Credit)	Local Funds	Total Revenues
1,000,000	610,930	750,000	2,360,930

FUNDED BY GRANTS – (Federal planning funds not used)

The following work elements are not funded with federal planning funds, but are included in the Overall Work Program for informational purposes only.

Work Element 1120: Planning Emphasis Areas

RTP Process

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

Major Tasks

- **Lifeline Transportation Program**
- **Climate Initiatives**
- **Priority Development Area (PDA) Planning and Implementation**

Work Element 1310: Lifeline Transportation Program

A. Project Description

Objectives: The Lifeline Transportation Program provides grants for capital and operating projects intended to improve mobility for low-income communities in the Bay Area.

Description: The Lifeline Transportation program is funded by a mix of federal and state funding sources including FTA Section 5307 Urbanized Area funds (formerly FTA Section 5316 Job Access and Reverse Commute (JARC) funds) for which MTC is the designated recipient, State Transit Assistance funds, state Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) capital funds, and in some cycles by FHWA STP/CMAQ funds.

MAP-21 eliminated the FTA Section 5316 JARC program as a separate FTA program, and combined it with the Urbanized Area Program (Section 5307), making JARC-like activities eligible for 5307 funding. As the designated recipient for FTA Section 5307 funds under MAP-21, MTC is responsible for developing a regional program of projects that will be funded by FTA grants. Consistent with MTC's 1512

Transit Capital Priorities (TCP) Process and Criteria (MTC Resolution Nos. 4072 and 4140), in the FY2013-14, FY2014-15 and FY2015-16 Section 5307 programs, a portion of the Bay Area's large urbanized area funds were set aside for the Cycle 4 Lifeline Transportation Program. As with the other funds in the Lifeline Transportation Program, the 5307 Lifeline set-aside funds are programmed by the county CMAs.

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

B. Planning Factors Addressed

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

C. Previous Accomplishments

- Objectives**
- Same as above
- Accomplishments**
- Prepared program guidelines for four funding cycles
 - Oversaw county-level calls for projects and review and approved locally prioritized projects
- Work Products**
- For a complete list of grants awarded by the Lifeline program see: <http://www.mtc.ca.gov/planning/lifeline/>
 - Lifeline Transportation Program Cycle 4 Guidelines (adopted October 2015): http://www.mtc.ca.gov/planning/lifeline/LTP4_guidelines.pdf
 - Lifeline Transportation Program Cycle 4 Program of Projects (adopted April 2015)

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date	
1	Approve programming for any remaining funds for the Cycle 4 program of projects; support implementation of Cycle 4 projects	Cycle 4 program of projects to fund for FY2015 – FY2016	July 2015	June 2016	
2	Submit reports and documents to FTA as required	<ul style="list-style-type: none"> ▪ FTA Quarterly Reports ▪ FTA Annual Service Report 	July 2015	June 2016	
3	For incomplete Cycle 3 projects, monitor subrecipients' compliance with federal requirements as applicable	Monitoring reports prepared as required	July 2015	June 2016	
4	Prepare the Regional Means-Based Transit Fare Pricing Study, which was funded with \$300,000 of Lifeline Cycle 3 funds (see Work Element 1311 for details)	Study reports/findings	February 2015	February 2016	

F. Anticipated Future Activities (FY 2016-17)

- Anticipated Future Activities**
- Monitor ongoing Cycle 3 and Cycle 4 Lifeline Projects
 - Continue to plan, develop, and implement other projects and strategies that advance the findings of the Coordinated Public Transit-Human Services Transportation Plan.
 - Implement the recommendations, if any, from the Regional Means-Based Transit Fare Pricing Study
 - Provide technical support and assistance to project sponsors, county program administrators, and grant recipients
 - For ongoing Cycle 3 Lifeline projects (if any), review and approve subrecipient invoices and quarterly reports (due to policy changes, there will be no MTC subrecipients from Cycle 4)
 - For ongoing Cycle 3 Lifeline projects (if any), monitor subrecipients' compliance with federal requirements (due to policy changes, there will be no MTC subrecipients from Cycle 4)
 - Submit reports and other documentation to FTA as required

Work Element 1413: Climate Initiatives

A. Project Description

Objectives

- Plan, develop and implement projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector to further the Bay Area's climate protection goals, and improve our region's air quality and public health and safeguard our infrastructure from sea-level rise.
- Assess, plan, and develop sea level rise adaptation strategies in the region, including the seven state-owned regional bridges. Previous work has identified acute vulnerabilities within the region that will need to be addressed in order to serve the current and future population of the region. The project will further the climate change adaptation discussion in the Bay Area in order to create a more resilient and sustainable future.

Description

- Climate change is expected to significantly affect the Bay Area's public health, air quality and transportation infrastructure through sea level rise and extreme weather. In the Bay Area, 40% of GHG emissions is due to the consumption of fossil fuel in the transportation sector.
- MTC set aside a commitment of \$630 million in its Plan Bay Area to implement a comprehensive regional Climate Initiatives Program. This initiative focuses on individual actions, public-private partnerships, and incentives and grants for innovative climate strategies.
- MTC will evaluate their effectiveness in reducing GHG emissions for purposes of informing the development of the Sustainable Communities Strategy.
- In December 2009, MTC adopted the New Surface Transportation Act Cycle 1 Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Improvement (CMAQ) Project Selection Criteria and Programming Policy which, among other programs, includes the Climate Initiatives Program. The Climate Initiatives Program aims to test new strategies to reduce transportation-related emissions and vehicle miles traveled, encourage the use of cleaner fuels, and build a knowledge base through evaluation that informs Plan Bay Area. In 2014, MTC programmed Climate Program funding for car sharing and transportation demand management grant programs. Those program are advancing in 2015.
- Portions of the region's coast line with valuable transportation and community assets are highly vulnerable to sea level rise. Planning for these events must begin now in order to sufficiently address the complexity involved in adapting to climate change and work through the political and financial barriers. Additionally, the sooner that actions are taken the lower the costs will be in the future to protect and maintain critical assets.
- Update and refine previous sea level rise risk and vulnerability assessments.
- Develop a regional and multi-modal climate change adaptation strategies that will increase the resiliency and sustainability of the Bay Area's transportation system.

B. Planning Factors Addressed

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

C. Previous Accomplishments

Objectives ▪ Same as above

Accomplishments ▪ December 2014: Completed *Climate Change and Extreme Weather Adaptation Options for Transportation Assets in the Bay Area Pilot Project* report (funded by FHWA grant)

 ▪ Continued implementation of Innovative Grants, including implementation of 17 grant projects.

 ▪ Continued implementation of the Climate Initiatives Outreach Program, including the Spare the Air Youth program, implementation of an electric vehicle campaign, implementation of smart driving pilots, marketing and promotion of Innovative Grants and continuation of Spare the Air funding.

 ▪ Continued the Climate Initiatives program evaluation.

 ▪ MTC completed the Sea Level Rise Transportation Vulnerability and Risk Assessment Pilot Study and continues to monitor the topic for future action.

Work Products ▪ Various

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Staff will continue to implement the Climate Initiative Program (outreach, grants, and program evaluation), including new projects related to the Cycle 2 program (car sharing and transportation demand management).	Various	7/1/15	6/30/16
2	Refined sea level rise and climate change analysis for the region, including the seven state-owned regional bridges	Various	7/1/15	6/30/16

F. Anticipated Future Activities (FY 2016-17)

Anticipated Future Activities ▪ Continue to implement the Climate Initiatives Program.

 ▪ Continue to plan, develop, and implement other climate protection plans and strategies.

 ▪ Assess, plan, and develop sea level rise adaptation strategies for the region.

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

A. Project Description

Objectives

- Support Plan Bay Area implementation by encouraging development of housing, jobs, and services near existing and planned transit.
- Reduce the combined cost of housing and transportation for the region's households.
- Increase travel choice.
- Promote compact development that preserves open space and natural resources.
- Support community planning processes that identify new, appropriate land uses for transit nodes and stations, including supportive TOD parking policies and programs.

Description

The Regional PDA Planning and Implementation Program focuses on two key elements – PDA Planning and the Transit Oriented Affordable Housing (TOAH) Fund, both of which support Plan Bay Area long-range transportation and land use goals.

PDA Planning - This program seeks to intensify land uses in and around transit stations and along transit corridors in PDAs throughout the region. Grants are available to local jurisdictions to complete a comprehensive planning process, typically a specific plan and a programmatic Environmental Impact Report (EIR).

These grants are a valuable tool to help jurisdictions realize Plan Bay Area land use goals. Completed plans have resulted in zoning for over 60,000 housing units, 103,000 new jobs and 26 million square feet of commercial development.

A subcomponent of the PDA Planning Program is the Technical Assistance Program. This program focuses on awarding consultant assistance to jurisdictions for completing discrete short-term projects to address specific PDA implementation challenges.

A new component of the program was added last year and focuses on Staffing Assistance to local jurisdictions with PDAs. This component helps to address staffing needs to carry out neighborhood planning and implementation efforts critical to Plan Bay Area implementation.

TOAH Fund - In 2011 contributed to a revolving loan fund which leveraged an additional private capital from community development financial institutions, foundations, and private banks, to create a \$50 million revolving loan fund for affordable housing developers for projects near transit in PDAs throughout the region.

Loans can originate through six local community development financial institutions who are partners in the Fund. Loan products available through the Fund include: predevelopment, acquisition, construction bridge, **construction-to-mini-permanent, and leveraged loans**. TOAH is managed by San Francisco-based Low Income Investment Fund (LIIF).

In 2013, MTC re-invested \$10 million into the fund, which will expand the funding pool from \$50 million today to at least \$90 million by 2015. The fund has currently made loans to 7 affordable TOD projects.

Administer Parking Pricing Regional Analysis Project

In 2015 – 2016 the Parking Initiative will focus on the Value Pricing Pilot (VPP) Parking Pricing Regional Analysis Project. This project will analyze regional parking policy approaches and develop and demonstrate local parking strategies, both using a new regional parking database. This project is supported by a federal grant of \$560,000 from the FHWA Value Pricing Pilot (VPP) program.

Coordinate County Planning Funds

Coordinate with County Congestion Management Agencies (CMA) related to pass-through planning funds, as needed. Review PDA Investment and Growth Strategies upon submittal.

B. Planning Factors Addressed

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

C. Previous Accomplishments

Objectives ▪ Same as above

Accomplishments Completed Work Products:

- Creation of \$50 million Transit Oriented Affordable Housing (TOAH) Fund in cooperation with the Low Income Investment Fund and four other Community Development Financial Institutions. An additional \$10 million into the fund will expand the funding pool from \$50 million today to at least \$90 million by 2014.
- The Fund has closed five loans totaling \$20 million (645 units). An additional four loans totaling \$19 million (460 units) are expected to be approved within the next three months. More than 75% of the units will be designated for residents with household income equal to or less than 80% of Area Median Income (AMI). Several additional projects are now moving through the TOAH pipeline toward closure.
- Awarded 61 PDA/Station Area planning grants totaling \$24 million.
- Awarded 26 Technical Assistance grants totaling \$1.5 million
- Awarded 5 Staffing Assistance grants totaling \$985,000
- Reviewed county congestion management agency PDA Investment and Growth Strategies

- Completed certification of Sonoma Marin Rail Transit Ph. 1 consistency with MTC TOD policy (fall 2010)
- TLC Capital Awards of \$44 million (2010)

- Work Products**
- Completed Station Area/PDA plans and Technical/Staffing Assistance projects
 - Funded projects/closed loans through TOAH Fund.
 - Parking Pricing Regional Analysis deliverables

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Administer and support PDA Planning Grant and Technical Assistance Programs (local jurisdictions, Completion TBD)	Adopted land use plans, modified zoning, completed reports to be adopted by Planning Commissions and/or City Councils to support infill development. Reports supportive of PDA planning and implementation completed by MTC.	July 2015	June 2016
2	Additional investment into TOAH Fund	Closed loans, additional projects funded	July 2015	June 2016
3	Administer Parking Pricing Regional Analysis Project	Workshops, case studies, new regional parking databases, regional modeling work	July 2015	June 2016
4	Coordinate planning funds to county CMAs	Review PDA Investment and Growth Strategies upon submittal	July 2015	June 2016

F. Anticipated Future Activities (FY 2016-17)

- Anticipated Future Activities**
- Continue administration of planning, technical and staffing assistance grants targeting jurisdictions taking on majority of Plan Bay Area jobs and housing.
 - Review updates to County PDA Investment and Growth Strategies upon submittal
 - Expand investment in TOAH Fund
 - Begin a study of land available for TOD near major transit service in the west bay. This project will conclude in late 2016.
 - Continue to pursue supportive TOD parking policies and programs through the FHWA-funded Parking Pricing Regional Analysis Project

Work Element 1220: Traveler Coordination and Information Systems

Objectives

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

Major Tasks

- **Implement Regional Rideshare, Commuter Benefits Ordinance and 511 Marketing**
- **Support Transportation System Management Program**
- **Implement Regional Traveler Information Services**

Work Element 1222: Regional Rideshare Program, Commuter Benefits Ordinance & 511 Marketing

Description

Reduce auto emissions and mitigate traffic congestion region-wide by initiating and sustaining shifts from single occupant vehicle (SOV) trips to carpools, vanpools and other transportation alternatives through the Regional Rideshare Program, the Commuter Benefits Ordinance and raising awareness of the 511 Traveler Information Program .

Regional Rideshare Program activities include:

- Provide information and tools to employers, agencies and organizations to encourage them to implement programs that support the use of alternatives to single occupant vehicles;
- Facilitate the formation and maintenance of carpools and vanpools;
- Operate, maintain and upgrade the region's automated online ridematch software and database;
- Coordinate employer outreach and other community TDM services with county partners and provide funding to these external agencies to support the partnership.
- Assist during emergency situations and regional events affecting Bay Area travel.
- Evaluate the services provided, as appropriate.

Bay Area Commuter Benefits Program activities include:

- Manage program implementation in collaboration with the Bay Area Air Quality Management District.
- Provide employer registration support for SB 1339, Bay Area Commuter Benefits Program.
- Operate and maintain an employer registration database.
- Develop and maintain informational materials and self-help tools.
- Develop and implement website landing page and phone help line for SB 1339, Bay Area Commuter Benefits Program.

511 Marketing and Customer Communications activities include:

- Develop and implement media and outreach campaigns to support new and existing 511 features.
- Update and distribute the 511 brochure.
- Coordinate and update street banners in cities throughout the region.
- Distribute informational posters for the Regional Transit Information Centers (RTICs).
- Support customer education of 511 services.

Ongoing tasks:

- Perform program management and oversight for the Regional Rideshare Program
- Contract for regional rideshare activities described above
- Plan for the next procurement of regional rideshare services
- Coordinate with local TDM programs and county agencies
- Conduct educational outreach/promotion of the 511 traveler information system

Products

Quarterly Rideshare Program Reports
Rideshare Annual Implementation Plan
Rideshare Strategic Plan
Procurement(s)
Contract(s)
Annual General 511 Program Marketing Plan
Maintain rideshare and bicycling information on 511 and
511.org (Ongoing)

Estimated Completion Date

Quarterly (or as required)
June each year
April 2015
Fall 2015/Winter 2016
Spring 2016
June each year
Ongoing

No CPG funds used

Work Element 1223: Support Transportation System Management Program

Description

The Transportation Management System (TMS) program encompasses (1) highway operations equipment; (2) critical freeway and incident management functions; and (3) Transportation Management Center (TMC) staff and resources needed to actively operate and maintain both equipment and all these critical freeway and incident management functions.

The program works to guide investment priorities of the Bay Area’s Intelligent Transportation System infrastructure, and ensure reliability and sustainability of a strong transportation management system.

Ongoing tasks:

Specific activities for FY 15-16 will include:

- Manage initiatives and complete tasks according to the work plan, processes, and budget included in the TMS Program Master Cooperative Agreement (anticipated to be executed by June 2015).
- Monitor the performance of priority corridors and devices.
- Identify opportunities for device deployment and replacement.
- Initiate high priority communications connectivity projects.
- Oversee and monitor progress of device and communication repairs conducted as part of performance-based contract(s).
- Continue work on the Bay Area Video upgrade (BAVU) project to improve CCTV surveillance of the freeway system.
- Continue work on the Advanced Traffic Management System (ATMS) at Caltrans District 4.
- Manage a technical assistance contract for TMS projects. Develop and execute task orders.
- Report on key TMS initiatives and seek direction from the Freeway Management Executive Committee, which is made up of representatives from CHP, Caltrans and MTC.
- Convene TMS Working Groups (Caltrans, California Highway Patrol, and MTC) to discuss and gather relevant input on TMS technical issues.

<u>Products</u>	<u>Deliver Dates</u>
Provide maintenance and support for TMS projects	Ongoing
Updates to the TMS Action Plan and Annual Work Plan	June 2016

No CPG funds used

Work Element 1224: Implement Regional Traveler Information Services

Description

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

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

The 511 program provides real-time traffic, parking and transit information services as well as trip planning tools, including the transit trip planner and the Enhanced Trip Planner that provides comparisons of drive-only, transit and drive to transit options. 511 provides online ride matching tools and a bicycling trip planner. 511 also provides data feeds and Application Programming Interfaces (APIs) for use by the developer community, to create other tools and services.

Among its many roles, the 511 program:

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

Ongoing tasks:

- Operations, maintenance, performance monitoring, enhancement, and educational outreach/promotion of the 511 traveler information system.
- Operations of the 24/7 Traveler Information Center.
- Dissemination of critical transportation information during regional emergencies.
- Coordination with and support of partner agencies on operations and maintenance of 511.
- Coordination of Technical Advisory Committees and associated working groups.
- Monitor and evaluate system performance, usage and customer feedback.
- System documentation.
- Provision of data, APIs and tools/widgets (e.g., transit trip planner) for use by public agency partners and the developer community.

Major Products

Delivery Dates

Information and services for customers via 511/511.org/other channels	Ongoing
Operate 24/7 Traveler Information Center	Ongoing
Data feeds/APIs/tools for use by public agencies and developers	Ongoing
511 project enhancements	Ongoing
Design/development/implementation of Next/Generation 511 system	Ongoing

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

No CPG funds used

Work Element 1230: Improve Highway and Arterial Operations and Management

Objectives

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

Major Programs

- **Emergency Communication Operations**
- **Arterial Operations Coordination**
- **Implement Incident Management Program**
- **Freeway Performance Initiative Corridor Studies & Implementation**

Work Element 1228: Emergency Communication Operations

Objective

To enhance emergency communication capabilities between emergency management and the region’s transportation agencies.

Description

MTC provided the 12 largest transportation agencies including Caltrans District 4 and the California Office of Emergency Services (CalOES) and nine County Emergency Management Agencies with stationary satellite phones to facilitate communication when traditional forms of communication are not available. Additionally, the General Managers of the largest 12 transportation agencies were issued mobile satellite telephones in July 2007.

The 23-member stationary satellite phone talk group performs monthly communications checks and the 16 mobile satellite phone users receive annual one on one training from MTC Staff.

MTC staff will consider future modifications to this program by exploring current technology options.

Tasks

- Conduct monthly stationary satellite phone communication drills.
- Provide training for mobile satellite phone users.
- Expand stationary phone talk group to include Cal OES mobile satellite phones.

Major Products

Estimated Completion Date

Stationary Satellite Phone Communication Drills	Monthly
Mobile Satellite Phone one on one training	Annually
Expand stationary phone talk group to include Cal OES mobile satellite phones.	TBD

No CPG funds used

Work Element 1234: Arterial Operations Coordination

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

Ongoing tasks:

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

Major Products

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

Delivery Dates

Bi-monthly

 Bi-monthly
 Annually
 Within 24 months of project initiation
 Bi-annually

No CPG funds used

Work Element 1235: Implement Incident Management Program

Description

To improve the management of incidents on Bay Area freeways, an Incident Management Task Force has been developed with state, regional, and local partners to recommend actions and projects to improve incident management (IM).

Tasks:

- An IM Task Force made up of CHP, Caltrans and MTC representatives meet every other month to help facilitate interagency cooperation and oversee the development of specific short term actions and projects to improve IM.
- Interagency coordination meetings/workshops are held quarterly and include participation by CHP, Caltrans, MTC and first responder agencies including Fire, Coroner, Tow, AAA, Public Works and FHWA.
- Develop Plans, Specifications and Estimates for the I-880 Northern Segment integrated corridor management project. Begin construction of the I-880 Northern Segment integrated corridor management project.

Major Products

Delivery Dates

Implement IM projects

Ongoing

Hold inter-agency incident coordination workshops

Quarterly

Plans, Specifications and Estimate (PS&E) for I-880 ICM Project

December 2015

I-880 ICM project construction

Fall 2016

No CPG funds used

Work Element 1237: Freeway Performance Initiative Corridor Studies & Implementation

Description

The Freeway Performance Initiative (FPI) is a comprehensive operations program that aims to improve the efficiency, safety and reliability of freeway travel for people and freight through improved freeway and arterial operations. Under FPI, major transportation corridors are analyzed and effective operational strategies for congestion mitigation and demand management are identified and prioritized. FPI delivers cost-effective operational strategies (such as ramp metering, Traffic Operations Systems, and arterial signal upgrades) that complement and support the successful implementation of other regional and local transportation programs, including incident management strategies, Integrated Corridor Management (ICM) strategies, Connected Vehicles, and the Regional Express Lane Network. Overall, FPI planning and capital projects aim to better manage and operate Bay Area freeways, arterials, and transit systems.

Tasks

- Conduct corridor studies to identify major bottlenecks, determine causes for congestion, develop potential mitigation measures, and assess their effectiveness, in coordination with Caltrans and Bay Area Congestion Management Agencies.
- Conduct analyses for the feasibility of installing and activating ramp meters; develop staging plans for ramp metering implementation; conduct before and after studies to assess traffic operations after implementation; develop optimized ramp metering rates; and identify benefits and/or diversion effects of metering. Support county ramp metering Technical Advisory Committees.
- Work closely with Caltrans in the capital project delivery of ramp metering and TOS projects.
- Conduct analyses for the feasibility of installing and activating other active traffic management strategies, such as adaptive ramp metering, hard shoulder running, etc.
- Identify short and long-term transportation funding needs to fully implement and deliver FPI strategies.
- Support related operational planning activities in support of managed lanes, MTC Express Lanes Program, Connected Vehicles, etc.

Major Products

Corridor studies

Ramp metering implementation plans

Other related technical studies/operational analyses

Delivery Dates

Ongoing

Ongoing

Ongoing

No CPG funds used

Work Element 1510: Support Regional Transportation Investments

Objective

Support the region's investment in transportation infrastructure by conducting financial analysis and planning, developing funding policies and programs, implementing federal and state legislation, administering regional transit assistance programs, and monitoring and reporting on the project delivery and expenditure of funds.

Major Tasks

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

No CPG funds used

Work Element 1514 Regional Assistance Programs & Project Reviews

Description

MTC allocates transportation assistance funds and administers and accounts for these funds, including Transportation Development Act (TDA) and State Transit Assistance (STA) funds. MTC also administers the twenty-five percent share of the one-half cent sales tax (“AB 1107” funds) for AC Transit, BART and San Francisco Muni pursuant to Public Utilities Code Section 29142.2(b); and toll bridge-related revenues (AB 664 and RM1 and RM2) 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.

MTC also provides technical and financial assistance to transit agencies and other public agencies to perform short range transit planning and conduct special planning studies.

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

Ongoing tasks:

- Evaluation of requests for TDA, STA, AB1107 and Bridge Toll funds and allocation recommendations
- Short Range Transit Plan financial and technical assistance
- Review of Short Range Transit Plans and Related Analysis of Transit Operator Programs and Budgets
- Annual Review of Performance Audits and Related Recommendations
- Annual Development of Productivity Improvement Program (PIP)
- Annual Development and Distribution of Regional Statistical Summary of Transit Operators

Products

Estimated Completion Date

Administer Triennial Performance audit program contract	Ongoing
Administer Short Range Transit Plan assistance program	Annually
Prepare annual claim forms and instructions	Spring 2015
TDA, STA, AB1107, Bridge Toll allocation recommendations	Ongoing
Statistical Summary of Bay Area Transit Operators	Winter 2016
Triennial Performance Audit final reports	Fall 2016
Productivity Improvement Program	Fall 2016

Work Element 1515: State Programming, Monitoring and STIP Development

A. Project Description

Objectives

- Develop and implement programming policies and criteria for state funds consistent with the requirements of state law, including Senate Bill 45 (Chapter 622, Statutes 1997), Assembly Bill 1012 (Chapter 783, Statutes of 1999), Proposition 1B (Chapter 25, Statutes 2006), Senate Bill 99 (Chapter 359, Statutes of 2013), and Senate Bill 862 (Chapter 36, Statutes of 2014) and consistent with the overall investment objectives in the Regional Transportation Plan (RTP). Ensure compatibility with federal investment procedures and choices as conducted pursuant to federal programming activities described above.
- Develop and implement the 2016 Regional Transportation Improvement Program (RTIP) and 2016 State Transportation Improvement Program (STIP) in cooperation with Congestion Management Agencies (CMAs), Transit Agencies, Caltrans, and the California Transportation Commission.
- Develop and implement the Cycle 2 Active Transportation Program (ATP)
- Successfully deliver projects using state transportation funds, including STIP Proposition 1B funds, and the Cap and Trade Low Carbon Transit Operations Program (LCTOP), within the deadlines prescribed by the fund source.
- Actively monitor and assist in the delivery of project funding, produce and distribute project monitoring status reports.
- Maintain and enhance the web-enabled fund and project tracking database to better meet the needs of state programming and monitoring efforts. Coordinate development of specifications for the funding database, in consultation with overall agency database development.
- Provide technical assistance to local agencies in delivering projects on the State Highway System, and in delivering projects using state funds.
- Participate and contribute to statewide efforts for programming and project delivery, including:
 - Regional Transportation Planning Agency (RTPA) Group
 - Local Highway Bridge Program (LHBP) Advisory Committee
 - Highway Safety Improvement Program (HSIP) Advisory Committee
 - Transportation Coordination Committee (TCC)
 - California Transportation Infrastructure Funding System (CTIFS)
 - Northern California Trade Corridors Coalition (NCTCC)
- Support future efforts to improve delivery and increase funding of statewide programs.

Description

- Senate Bill 45 (Chapter 622, Statutes 1997) transferred a number of programming responsibilities to the Regional Transportation Planning Agencies, including the programming of the regional 75% of the STIP. This portion, known as the RTIP, is developed by MTC as the Bay Area's RTPA, and submitted to the California Transportation Commission for inclusion into the STIP every other year. MTC works closely with the CMAs, transit agencies, and Caltrans to develop an RTIP that supports the goals of the region's RTP and that has the highest chance of being funded by the CTC. The

region also works closely with Caltrans in their development of the interregional 25% of the STIP.

- Assembly Bill 1012 (Chapter 783, Statutes of 1999) sets forth a number of deadlines related to the delivery of projects funded with state and regional funds. If these deadlines are not met, the funding returns to the state for use in other projects. MTC's goal is to ensure that no funds are lost to the region. To that end, MTC staff actively monitors the delivery milestones and status of projects funded with state and federal funds, and to provide assistance to project sponsors that are in danger of not meeting those deadlines.
- Proposition 1B (Chapter 25, Statutes 2006) provided almost \$20 billion in new bond funds for infrastructure improvements in California. A number of the new programs created by Proposition 1B improve local, regional, and state transportation infrastructure and is managed by Caltrans or the CTC. MTC's role in these programs is generally to facilitate programming of these funds to regional projects, and ensure all project delivery milestones are met so that funds are not lost to regional projects. MTC continues to be involved in guiding consensus in the remaining Proposition 1B programs, including the State-Local Partnership Program, Trade Corridor Improvement Fund, and the Public Transportation Modernization, Improvement, and Service Enhancement Account Program.
- Senate Bill 99 (Chapter 359, Statutes of 2013) established the Active Transportation Program (ATP), combining several state and federally-funded transportation programs (including the federal Transportation Alternatives Program (TAP) into a single program administered by the CTC. MTC, as the Regional Transportation Planning Agency (RTPA) and Metropolitan Planning Organization (MPO) for the nine counties of the San Francisco Bay Area, has programming responsibility for the large-MPO portion of the ATP.
- The FY2014-15 State budget appropriated \$872 million in statewide Cap and Trade funding across various 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 has created a web-enabled fund tracking database known as the Fund Management System (FMS), which is used to monitor STIP projects as well as to process STIP projects in the Transportation Improvement Program (TIP). MTC plans to further enhance FMS based on changes in law and program deadlines and rules including reporting capabilities for the new Active Transportation Program.

B. Planning Factors Addressed

- Planning Factors Addressed**
1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
 2. Increase the safety of the transportation system for motorized and non-motorized users.
 3. Increase the security of the transportation system for motorized and non-motorized users
 4. Increase the accessibility and mobility of people and for freight
 5. 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
 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
 7. Promote efficient system management and operation
 8. Emphasize the preservation of the existing transportation system

C. Previous Accomplishments

- Objectives**
- Same as above

- Accomplishments**
- Implementation and delivery of the 2014 STIP (Ongoing)
 - Quarterly meetings with Caltrans District staff on project delivery of regionally significant highway projects.
 - Semi-annual meetings with the Northern California Trade Corridors Coalition on Proposition 1B Trade Corridors Improvement Fund (TCIF) projects.
 - Participation in various statewide funding, programming, and delivery committees and groups
 - Development of Cycle 1 Active Transportation Program
 - Adoption of regional Cap and Trade framework to guide an estimated \$3.1 billion over the Plan Bay Area twenty-five year timeframe and a distribution framework (January 2015) for the programming of LCTOP funds.
 - Release of enhancements to Fund Management System including new monitoring feature to more accurately track federal obligations.

- Work Products**
- Monthly project status reports for 2014 STIP delivery
<http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
 - STIP Amendments and Extensions
<http://www.mtc.ca.gov/funding/STIP>
 - Cycle 1 regional Active Transportation Program
http://www.mtc.ca.gov/funding/ATP/cycle_1.htm
 - Updated and enhanced fund management and project tracking database
<http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
 - Program of Projects for FY 15 LCTOP

D. Work Plan (FY 2015-16)

Task No.	Task Description	Work Products	Start Date	End Date
1	Prepare STIP Amendments and Extensions as requested	<ul style="list-style-type: none"> ▪ STIP Amendments ▪ STIP Extensions 	7/01/2015	6/30/2016
2	Prepare status reports on 2015 STIP project delivery	<ul style="list-style-type: none"> ▪ Status Reports on 2015 STIP Delivery 	7/01/2015	6/30/2016
3	Prepare status reports on Proposition 1B project delivery	<ul style="list-style-type: none"> ▪ Status Reports on Prop. 1B Delivery 	7/01/2015	6/30/2016
4	Develop enhancements to web-enabled funding database	<ul style="list-style-type: none"> ▪ Updated database 	7/01/2015	6/30/2016
5	Participate in various statewide funding, programming, and delivery committees and groups	<ul style="list-style-type: none"> ▪ Documents produced by committees 	7/01/2015	6/30/2016
6	Implement the 2015 RTIP in coordination with CMAs, transit operators, and Caltrans	<ul style="list-style-type: none"> ▪ Provide assistance as needed to STIP project Sponsors and CMAs 	7/01/2015	06/30/2016
7	Implement Cycle 1 ATP	<ul style="list-style-type: none"> ▪ Cycle 1 ATP 	7/01/2015	06/30/2016
8	Develop and Implement Cycle 2 ATP	<ul style="list-style-type: none"> ▪ Cycle 2 ATP ▪ 	03/01/2015	06/30/2016
9	Develop 2016 RTIP	<ul style="list-style-type: none"> ▪ 2016 RTIP 	6/01/2015	03/27/2016
10	Attend CTC meetings	<ul style="list-style-type: none"> ▪ Email of meeting highlights for stakeholders and Letter for CTC Commissioners 	7/01/2015	6/30/2016
11	Develop FY 2015-16 LCTOP Population-Based program	<ul style="list-style-type: none"> ▪ Annual Transit Operating and Capital Program 	07/01/2015	10/01/2015

E. Anticipated Future Activities (FY 2016-17)

Anticipated Future Activities ▪ Same as above

F. Budget

No CPG funds used

Work Element 1518 FTA Elderly & Disabled/New Freedom Programming

Description

The FTA Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. Caltrans is the designated recipient of 5310 funds, but has entered into a memorandum of understanding with MTC to jointly administer the FY2013 and FY2014 program. MTC is responsible for project selection for the Bay Area's Large Urbanized Areas. In this role, MTC's responsibilities include notifying eligible local entities of funding availability; developing project application and selection criteria; determining applicant eligibility; conducting the competitive selection process; forwarding a program of projects (POP) to Caltrans; and certifying that all projects are included in the locally developed, Coordinated Public Transit—Human Services Transportation Plan. MTC continues in its role for the Bay Area's Small Urbanized Areas: MTC screens applications for eligibility; scores the applications consistent with the California Transportation Commission-established scoring criteria; and forwards a regional priority project list to Caltrans for consideration in the statewide competition.

The FTA Section 5317 New Freedom Program, authorized under SAFETEA-LU, provides grants for new capital and operational projects aimed at reducing, beyond the requirements of the Americans with Disabilities Act of 1990, transportation barriers faced by individuals with disabilities. MTC is the designated recipient of FTA Section 5317 New Freedom funds for the Bay Area's large urbanized areas. MAP-21 eliminated the New Freedom program as a stand-alone program, instead combining it with the Section 5310 program. MTC has programmed the last cycle of New Freedom, however MTC continues to perform regular program oversight functions for Cycles 1-5.

Ongoing tasks:

- Prepare program guidelines for each grant cycle
- Conduct Calls for Projects and project selection process
- Prepare Section 5310 programs of projects and regional priority lists
- Prepare and maintain New Freedom subrecipient funding agreements
- Review and approve New Freedom subrecipient invoices and quarterly reports
- Monitor New Freedom subrecipients' compliance with federal requirements
- Submit reports and grant amendments to FTA as required

Work Products

FY2013 and FY2014 Section 5310 Programming
FTA Quarterly Reports
FTA Annual Report
Future Cycles of 5310 Programming

Estimated Completion Date

January 2015
Quarterly
Spring 2015 or when requested by FTA
Not yet announced by Caltrans

Work Element 1150: Agency Management

Objective

This subcategory provides for agency management, including financial management, administrative services and other services such as computer, graphics and library support.

Major Tasks

- **Financial Management**
- **Administrative Services**
- **Graphic Services**
- **Building Maintenance**
- **Information Technology Services**

No CPG funds used

Work Element 1152: Financial Management

Description

To maintain and operate MTC's accounting and financial reporting system in such a manner as to establish adequate internal controls, ensure that obligations are properly recorded and paid, assure compliance with statutory requirements, and provide timely, pertinent, and accurate financial information. Financial management includes maintaining accounting records in such a way as to be accurate and in strict accordance with Generally Accepted Accounting Principles (GAAP), Governmental Accounting Standards Board (GASB), OMB Circular A-133, 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 for annual audit results.

Ongoing tasks:

- Direct and coordinate annual agency budget preparation, implementation and monitoring
- Conduct contract compliance annual audits, including OMB Circular A-133 standards
- Conduct annual audit of MTC's financial records in accordance with GAAP, GASB and OMB A133
- Maintain financial records in accordance with GAAP, GASB and OMB Circular A-133 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, monitoring, coordinate quarterly progress reports
- Investment reports
- Administering the general internal controls necessary to meet audit requirements
- Financial Statement preparation and monitoring
- Continue upgrade of current financial system
- Administer and monitor the agency budgets
- Conduct third party audits as needed

Products

Estimated Completion Date

Operating and Capital Budgets	July 2015
Financial Reports	Monthly
Financial Summaries	Monthly
Requisitions to Funding Sources	Monthly or as required
Quarterly Progress Reports	Quarterly
Annual Independent Audit	Fall 2015
Investment Reports	Monthly
OWP	June 2015
Compliance Audits	as Required

* Included as part of ICAP

Work Element 1153: Administrative services

Description

MTC’s Administrative and Technology Services Section provides various support services to MTC staff, including human resource, information technology, contracting & procurement, facilities management, and general office services support.

Ongoing tasks:

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

Products

Estimated Completion Date

Administrative Policies and Procedures	Ongoing
Contracts, Purchase Orders and Agreements	Ongoing
Recruitment and Employment Administration	Ongoing
Organizational Development and Compensation Administration	Ongoing
Employee Benefits Program Administration	Ongoing
Summer Intern Programs	June – September 2015
Compliance Monitoring (all programs)	Ongoing
General Services Support	Ongoing
Facilities Administration	Ongoing
Annual Anticipated DBE Participation Level Report	July 2015
DBE Semi- annual Progress Reports	October 2015/April 2016
Business Insurance Renewal	April 2016

*** Included as part of ICAP**

Work Element 1154: Graphics Services

Description

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

Ongoing tasks:

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

Products

Estimated Completion Date

Website maintenance

Daily

Other graphics products

As required

Work Element 1157: Building Maintenance

Description

Provides management services to the Regional Administrative Facility Corporation (RAFC), including providing staff services for the Metro Center building and its occupants.

Ongoing tasks:

Through the Administrative and Technology Services Section, MTC provides the following management and staff services to RAFC:

- Prepares and presents materials and recommendations to RAFC Board of Directors.
- Develops and administers RAFC policies and procedures.
- Prepares, administers, monitors and reports implementation of RAFC budgets.
- Provides RAFC purchasing, procurement and contract management services.
- Provides facilities management, maintenance and staff services for RAFC.
- Administers Metro Center building safety and security program.
- Secures annual fiscal audit of RAFC operations.
- Submits annual Tax Returns (Federal/State)

Products

RAFC Board Agendas and Packets
RAFC Operating and Condominium Reserve Budgets
RAFC Contracts
RAFC Annual CPA Audit and Tax Returns

Estimated Completion Date

As required
June 2016
On-going
November 2015

*** Included as part of ICAP**

Work Element 1161: Information Technology Services

Description

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

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

Ongoing tasks:

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

Products

Estimated Completion Dates

Records management program	On-going
Application development projects	On-going
Business analysis and process automation	On-going
End user support (help desk)	On-going
Software/hardware acquisition	On-going
IT Infrastructure maintenance	On-going
Enterprise security program	On-going
MTC Web site infrastructure management	On-going

*** Included as part of ICAP**

Work Element 1230: Improve Freeway and Arterial Operations and Management

Objectives

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

Major Tasks

- **SAFE Regional Call Box System**
- **SAFE Freeway Service Patrol (FSP)**

Major Products To Be delivered in FY 2015-16	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 Call Box system

Description

In 1988 the Commission became the Service Authority for Freeways and Expressways (SAFE) and installed call boxes in the nine Bay Area counties. The MTC SAFE partners with Caltrans to install new call boxes as needed and to develop other motorist aid systems. The Call Boxes are linked to the California Highway Patrol (CHP), as well as regional Call Box answering services. SAFE monitors program performance to ensure a timely response to users and keep boxes in service with timely maintenance.

Ongoing tasks:

- Replace system components to extend the life of the call boxes and reduce maintenance costs
- Implement Call Box Strategic Plan
- Manage ongoing call box operations and maintenance
- Provide access to call boxes for mobility and speech/hearing impaired motorists
- Provide staff support (analysis, documentation, reports) for MTC SAFE and California SAFE
- Investigate, design, and obtain crash test data for modified call box designs
- Implement Freeway Assistance service using the 511 phone system
- Modify call box system to take into account increased cell phone usage and changing technologies, including digital upgrade, increased spacing, and other similar measures to implement the call box urban reduction plan by removing call boxes in the urban areas and installing 511 Freeway Assist signs.

Products

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

Estimated Completion Date

Monthly
Monthly
Quarterly

No CPG funds used

Work Element 6032: SAFE Freeway Service Patrol (FSP)

Description

MTC, CHP and Caltrans initiated FSP service in late August 1992 on one beat covering 10 miles of congested freeway with three trucks. Since that time, service has been expanded to over 80 trucks covering approximately 440 centerline miles of freeway. Each month, these roving trucks provide over 9,000 assists which including removing debris, providing free gas, and quick mechanical fixes to disabled vehicles.

Ongoing tasks:

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

Products

Provide freeway patrol service

Present budgets, expenditures, reports to SAFE Board

Provide data on Bay Area Traffic conditions for public use

Estimated Completion Date

Ongoing

Quarterly

As needed

No CPG funds used

Work Element 1250: Bay Area Toll Authority

Objectives

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

Major Tasks

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

Major Products To Be delivered in FY 2015-16	Estimated Completion Dates
Program Project Monitoring report	Monthly
Annual Toll Bridge Report to the Legislature	Fall 2015
Audit of toll revenues and expenditures	Fall 2015

All BATA activities are not funded by CPG Grants

Work Element 1251: Project Management

Description

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

Ongoing tasks:

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

Products

Annual Capital Budget
Toll Bridge Rehabilitation Projects

Estimated Completion Date

On-going
On-going

Not funded by CPG Grant

Work Element 1252: BATA Lane Operations and Toll Collection

Description

In 2005, BATA completed the contract process for a new joint Electronic Toll Collection (ETC) Customer Service Center. The center opened in May 2005 and is currently processing transactions for BATA, Golden Gate, the SFO Airport and Express Lanes. In 2013, BATA completed the deployment of new toll equipment and software (ATCAS II) at the State owned Toll Bridges. This contract also provides for the operations and maintenance of the vendor provided equipment and software. BATA staff maintains the data network that supports the ETC equipment at the Toll Plazas. Additionally, BATA provides funding for manual toll collection provided by Caltrans Staff.

Ongoing tasks:

- Administer contract for the operation of the ETC CSC
- Toll Collection Strategic Plan
- Manage and operate the ETC Customer Service Center
- Develop an operational and marketing plan to increase ETC use
- Administer contract for operations and maintenance of toll equipment in the field
- Relocate CSC and migrate to new system
- Manage BATA network infrastructure
- Regular management of manual toll collection budget with Caltrans staff

Products

Estimated Completion Date

Bay Area Toll Bridge Program FY 2015-16 Budget
Regular maintenance of ETC Toll system

July 2015
Monthly

Not funded by CPG Grant

Work Element 1253: BATA Administration

Description

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

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

Ongoing tasks:

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

Products

Financial planning and policy documents

Estimated Completion Date

As required

Not funded by CPG Grant

Work Element 1254: BATA Finance

Description

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

Ongoing tasks:

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

Products

Estimated Completion Date

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

Not funded by CPG Grant

Work Element 1255: Regional Measure 2

Description

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

The Bay Area Toll Authority (BATA) is responsible for the collection of the bridge tolls and MTC is responsible for administering the Regional Measure 2 program. BATA’s Long Range Plan was updated in December 2006 to incorporate the Regional Measure 2 projects.

In 2013, a Delivery Strategy program was undertaken to address RM2 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 project plans will continue through 2015.

Ongoing tasks:

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

Products

Estimated Completion Date

Project and Program Allocations	As required
Progress Report to Commission	Semi-Annual / Annual
Operating Program Performance Review	Annual
Adoption of Operating Program Budget	Annual

Not funded by CPG Grant

Work Element 6840: Implement the Regional Express Lanes Network

A. Project Description Description

- Plan Bay Area, the region's long range transportation plan, includes a network of express lanes (or high occupancy toll lanes).
- The 270-mile network would be developed by converting 150 miles of existing HOV lanes to express lanes and building new segments to close gaps in the existing system on some 120 miles.
- This network will: improve mobility by providing travelers with another travel option; maximize the efficiency and throughput of existing and planned facilities; generate revenue needed to build and complete the express lane network, improving connectivity; support transit and ridesharing by creating reliable travel corridors for express bus riders and carpoolers.
- Express lane projects are authorized explicitly and are already in operations in Alameda and Santa Clara counties. The regional network will build on these efforts.
- In 2011, the CTC found MTC eligible to develop and implement an express lane network on portions of I-80, I-880, I-680, SR-92 and SR-84.
- In 2013, MTC delegated its authority to operate express lanes to the Bay Area Infrastructure Financing Authority (BAIFA), a joint powers authority between MTC and the Bay Area Toll Authority (BATA).
- BAIFA is coordinating with BATA, Caltrans, CHP and CMAs to deploy its express lanes.
- Project development and construction is 100% locally funded.

B. Accomplishments Objectives

- Deliver and operate express lanes under MTC's statutory authority.

Accomplishments

- Some accomplishments specific to delivering BAIFA's lanes in roughly chronological order are:
 - Created a strategy to deploy its express lanes in phases over time;
 - Received a budget of \$326 million of bridge toll funds for development and implementation of initial express lane conversions and committed funds to express lane projects;
 - Approved a Concept of Operations for how lanes will work (May 2013);
 - Hired an engineering firm to prepare documents for environmental clearances and develop Plans, Specification and Estimates (PS&Es) for I-680 Walnut Creek-San Ramon express lane (July 2013), and expanded the scope to include PS&E and construction support for I-880 Oakland-Milpitas express lane (September 2014);
 - Hosted in-person and online public outreach for I-680 Walnut Creek-San Ramon express lane in support of environmental clearance (January 2014);
 - Reprocurd program manager services to perform overall program delivery and entered into a contract (March 2014)
 - Expanded the scope of work for the toll system manager to include oversight of the toll system integrator (April 2014)

- Made preliminary enforcement recommendations for express lanes
- Hired a toll system integrator to build and maintain the toll system (June 2014);
- Hired an engineering firm to perform construction management for the communications backhaul network infrastructure (June 2014);
- Hired a firm to conduct a before/after evaluation of the I-680 Walnut Creek-San Ramon express lane (June 2014);
- Received Caltrans sign-off of Preliminary Approval/Environmental Documents (PA/ED) for I-680 Walnut Creek-San Ramon express lane (September 2014)
- Completed regional brand/logo called Bay Area Express Lanes and statewide brand for switchable tags called FasTrak® Flex (October 2014); and
- Received 95% PS&E approval from Caltrans for I-680 Walnut Creek-San Ramon express lane (January 2015).

Work Products

- Concept of Operations (May 2013)
- Requests For Proposals (RFPs) and resulting contracts
- I-680 PA/ED Documents and 95% PS&E Documents
- FasTrak Flex logo
- www.MTCEXpressLanes.org
- BAIFA Committee memos, presentations, etc.

C. Work Plan (FY 2015-16) *

Work in FY 15-16 will focus on the conversion of existing HOV lanes to express lanes.

Task No.	Task Description	Work Products	Start Date	End Date
1	Perform program management for BAIFA's Express Lanes such as: <ul style="list-style-type: none"> ▪ Organizational/Staffing Analysis ▪ Financial Analysis ▪ Schedule Analysis ▪ Risk Analysis ▪ Change Management ▪ Coordinate with other agencies developing BAIFA's express lanes (i.e., I-680 Benicia-Walnut Creek; I-80 Fairfield) ▪ Toll policy coordination, etc. 	<ul style="list-style-type: none"> ▪ Technical memos or reports ▪ Project Schedule ▪ Risk Register ▪ Change Control Document 	7/1/15	6/30/16
2	Perform public outreach and education to support project delivery (website, in-person meetings, media, public open houses, etc.)	<ul style="list-style-type: none"> ▪ MTCEXpressLanes.org ▪ BayAreaExpressLanes.org ▪ Research ▪ Outreach plans ▪ Materials (maps, FAQs, presentation boards, etc.) 	7/1/15	6/30/16

3	Complete design for the I-680 Walnut Creek-San Ramon express lane, award a construction contract and nearly finish construction (including sign fabrication/install).	<ul style="list-style-type: none"> ▪ PS&E ▪ Procurement documents ▪ Contract 	7/1/15	6/30/16
4	Secure environmental approval for I-880 Oakland-Milpitas express lane and complete design, factoring in Caltrans' median barrier project.	<ul style="list-style-type: none"> ▪ PA/ED ▪ PS&E 	7/1/15	6/30/16
5	Design, build, install and test the toll system on I-680 Walnut Creek-San Ramon express lane.	<ul style="list-style-type: none"> ▪ Design documents 	7/1/15	6/30/16
6	Coordinate with BATA on FasTrak® Flex tag procurement, distribution, outreach/messaging and express lane customer service.	<ul style="list-style-type: none"> ▪ Outreach plans 	7/1/15	6/30/16
7	Plan for express lane operations in anticipation of the lanes going 'live'.	<ul style="list-style-type: none"> ▪ Operations Plan 	7/1/15	6/30/16
8	Finalize enforcement plan with CHP for I-680 Walnut Creek-San Ramon express lane	<ul style="list-style-type: none"> ▪ Agreement 	7/1/15	6/30/16
9	Coordinate with CMAs, Caltrans and CHP on issues related to planning and operations of express lanes (ESC, TWG, PIWG, other meetings)	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Meeting agendas and notes 	7/1/15	6/30/16
10	Prepare items for BAIFA policy board review and approval.	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Meeting agendas and notes 	7/1/15	6/30/16
11	Attend and present on BAIFA's express lanes at meetings of transportation agencies, local jurisdictions and others as requested	<ul style="list-style-type: none"> ▪ Staff reports ▪ Presentation materials ▪ Meeting agendas and notes 	7/1/15	6/30/16

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

F. Anticipated Future Activities (FY 2016-17)

- Anticipated Future Activities**
- Continue civil and toll system project development according to phasing priorities established by BAIFA.
 - Adopt business requirements and toll policies for BAIFA's express lane operations.
 - Finalize the Operations Plan.
 - Complete assessment of organizational approach to staffing express lane and implement some recommendations.
 - Execute an operations and maintenance agreement with Caltrans. BAIFA will

maintain the toll system and data communications network. Through development of this document, BAIFA and Caltrans will agree to terms for funding roadway maintenance.

- Perform public outreach and education to support I-880 Oakland-Milpitas project delivery and I-680 Walnut Creek-San Ramon lane operations.
- Finalize an enforcement plan with CHP for I-680 Walnut Creek-San Ramon express lane.
- Open I-680 Walnut Creek-San Ramon and monitor lane performance.
- Continue coordination with Caltrans, CHP and CMAs on project planning, development and implementation.
- Pursue project development activities for gap closure segments.

Not Funded by CPG Grant

CHAPTER 3: BUDGET

FY 2015-16

FY 15/16 Total Overall Work Program Direct Services Project Revenue Estimates (Final)

	Total Budget	FHWA PL (1) FTA 5303 (2) FHWA PL (3) FTA 5303 (4)										General Fund	Local Funds
		Revenue	Incl. T.C. Match	Incl. T.C. Match	Estimated FY'15 C/O	Estimated FY'15 C/O	Estimated FY'15 C/O	Sustainable PL Grant/STP	CMAQ	STP	TIGER		
Planning Funds													
1110 Commission and Advisory Committees	788,174	156,404	20,000	0	0	0	0	0	0	0	0	611,770	0
1113 Support the Partnership Board	456,811	50,000	10,000	0	0	0	0	0	0	0	0	396,811	0
1114 Support Policy Advisory Council & Tribal Government Coordinator	331,364	106,404	10,000	0	0	0	0	0	0	0	0	214,960	0
1120 Planning Emphasis Areas	8,476,607	2,025,000	1,451,256	1,175,000	755,611	999,000	0	0	0	0	0	1,730,740	340,000
1121 Regional Transportation Plan	1,189,489	300,000	50,000	0	0	249,000	0	0	0	0	0	940,489	50,000
1122 Analyze Regional Data using GIS and Travel Models	5,694,034	1,225,000	1,371,256	1,175,000	755,611	450,000	0	0	0	0	0	517,167	200,000
1124 Airport/Seaport/Freight Planning	539,032	0	0	0	0	300,000	0	0	0	0	0	149,032	90,000
1125 Active Transportation Planning	224,320	50,000	10,000	0	0	0	0	0	0	0	0	164,320	0
1212 Performance Measurement and Monitoring	164,791	50,000	10,000	0	0	0	0	0	0	0	0	104,791	0
1311 Lifeline Transportation Planning	440,622	300,000	0	0	0	0	0	0	0	0	0	140,622	0
1412 Transportation Conformity and Air Quality Planning	224,320	100,000	10,000	0	0	0	0	0	0	0	0	114,320	0
1130 Legislation and Public Affairs	2,989,696	2,300,000	110,000	0	0	0	0	0	0	0	0	529,696	50,000
1112 Implement Public Information Program	2,536,938	2,100,000	100,000	0	0	0	0	0	0	0	0	286,938	50,000
1156 Library Services	452,758	200,000	10,000	0	0	0	0	0	0	0	0	242,758	0
1230 Improve Highway Arterial Operations & Management	458,581	200,000	10,000	0	0	0	0	0	0	0	0	248,581	0
1228 Emergency Response and Security Programs	458,581	200,000	10,000	0	0	0	0	0	0	0	0	248,581	0
1510 Support Regional Transportation Investment	8,275,219	1,850,000	1,410,930	0	1,568,684	0	0	0	1,000,000	0	0	1,695,605	750,000
1233 Transportation Asset Management (TAM) Program	995,171	0	100,000	0	121,000	0	0	0	0	0	0	774,171	0
1511 Conduct Financial Analysis and Planning	452,318	150,000	10,000	0	0	0	0	0	0	0	0	292,318	0
1512 Federal, Programming, Monitoring and Tip Management	2,267,898	1,700,000	100,000	0	0	0	0	0	0	0	0	467,898	0
1517 Transit Sustainability/Planning	2,198,902	0	590,000	0	1,447,684	0	0	0	0	0	0	161,218	0
1519 Transit Core Capacity Study	2,360,930	0	610,930	0	0	0	0	0	1,000,000	0	0	0	750,000
Total Planning Funds	20,988,277	6,531,404	3,002,186	1,175,000	2,324,295	999,000	0	0	1,000,000	0	0	4,616,392	1,140,000
Grants													
1120 Planning Emphasis Areas	8,569,833	0	0	0	0	7,133,000	0	0	0	0	0	1,436,833	0
1310 Lifeline Transportation Program	134,592	0	0	0	0	0	0	0	0	0	0	134,592	0
1413 Climate Initiative	437,075	0	0	0	0	0	0	0	0	0	0	437,075	0
1611 Priority Development Area (PDA) Planning and Implementation	7,998,166	0	0	0	0	7,133,000	0	0	0	0	0	865,166	0
1220 Traveler Coordination and Info Systems	3,406,661	0	0	0	0	162,057	2,093,118	0	0	0	0	971,486	180,000
1222 Regional Rideshare Program	162,057	0	0	0	0	162,057	0	0	0	0	0	0	0
1223 Operational Support for Regional Programs	877,891	0	0	0	0	0	0	2,093,118	0	0	0	877,891	0
1224 Implement Regional Travel Information	2,366,713	0	0	0	0	0	0	0	0	0	0	93,595	180,000
1230 Improve Highway Arterial Operations & Management	2,658,445	0	0	0	0	2,226,775	412,214	0	0	0	0	19,457	0
1228 Emergency Communication Operations	19,457	0	0	0	0	0	0	0	0	0	0	19,457	0
1234 Arterial Operations	483,871	0	0	0	0	483,871	0	0	0	0	0	0	0
1235 Incident Management	400,283	0	0	0	0	400,283	0	0	0	0	0	0	0
1237 Freeway Performance Initiative	1,754,835	0	0	0	0	1,342,621	412,214	0	0	0	0	0	0
1510 Support Regional Transportation Investment	1,163,708	0	0	0	0	0	0	0	0	0	0	1,163,708	0
1514 Regional Assistance Programs	424,816	0	0	0	0	0	0	0	0	0	0	424,816	0
1515 State Programming, Monitoring and STIP Development	604,300	0	0	0	0	0	0	0	0	0	0	604,300	0
1518 FTA Elderly & Disabled/New Freedom Programming	134,592	0	0	0	0	0	0	0	0	0	0	134,592	0
Total Grants	15,798,647	0	0	0	0	7,133,000	2,388,632	2,505,332	1,000,000	0	0	3,591,483	180,000
Administration													
1150 Agency Management	363,518	0	0	0	0	0	0	0	0	0	0	63,518	300,000
1152 Financial Management	0	0	0	0	0	0	0	0	0	0	0	0	0
1153 Administrative Services	363,518	0	0	0	0	0	0	0	0	0	0	63,518	300,000
1157 Building Maintenance	0	0	0	0	0	0	0	0	0	0	0	0	0
1161 Information Technology Services	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration	363,518	0	0	0	0	0	0	0	0	0	0	63,518	300,000
TOTAL MTC BUDGET	37,150,442	6,531,404	3,002,186	1,175,000	2,324,295	8,132,000	2,388,832	2,505,332	1,000,000	0	0	8,471,393	1,620,000

FY 15/16 Total Overall Work Program Direct Services Project Revenue Estimates (Final)

	Total Budget		FHWA PL (1) FTA 5303 (2) FHWA PL (3) FTA 5303 (4)									
	Revenue		Incl. T.C. Match	Incl. T.C. Match	Estimated FY'15 C/O	Estimated FY'15 C/O	Sustainable PL Grant/STP	CMAQ	STP	TIGER	General Fund	Local Funds
1131 Legis. Programs	691,432		0	0	0	0	0	0	0	0	691,432	0
1230 SAFE	402,085		0	0	0	0	0	0	0	0	0	402,085
1250 Bay Area Toll Authority	5,482,388		0	0	0	0	0	0	0	0	5,482,388	0
Total not federally funded	6,575,905		0	0	0	0	0	0	0	0	6,173,820	402,085
MTC Total Revenue for OWP Purposes	43,726,347		6,531,404	3,002,186	1,175,000	2,324,295	8,132,000	2,388,832	2,505,332	1,000,000	14,645,213	2,022,085
ABAG FHWA & FTA 5303 PL	1,833,995		1,015,000	244,887	465,565	108,543	0	0	0	0	0	0
General Fund	906,204		0	0	0	0	0	0	0	0	906,204	0
ABAG STP Planning	1,359,000		0	0	0	699,000	0	660,000	0	0	0	0
BCDC Regional Planning	351,000		0	0	0	351,000	0	0	0	0	0	0
Total Revenue for OWP Purposes	48,176,546		7,546,404	3,247,073	1,640,565	2,432,838	9,182,000	2,388,832	3,165,332	1,000,000	15,551,417	2,022,085

- (1): FHWA PL T.C. Match \$865,572
- (2): FTA 5303 PL T.C. Match \$372,439
- (3): FHWA PL T.C. Match Estimated for FY'15 c/o \$188,173
- (4): FTA 5303 PL T.C. Match Estimated for FY'15 c/o \$279,047

FY 15/16 Total Overall Work Program Direct Services Project Expenditure Estimates (Final)

	Total Budget	Salaries, Benefits	Indirect Services	Other Operating Expenses	Consultant
Planning Funds					
1110 Commission and Advisory Committees	788,174	513,733	274,442	0	0
1113 Support the Partnership Board	456,811	297,750	159,061	0	0
1114 Support Policy Advisory Council & Tribal Government Coordination	331,364	215,983	115,381	0	0
1120 Planning, Emphasis Areas	8,476,607	3,308,538	1,767,458	45,000	3,355,611
1121 Regional Transportation Plan	1,189,489	775,310	414,179	0	0
1122 Analyze Regional Data using GIS and Travel Models	5,694,034	1,788,165	955,258	45,000	2,905,611
1124 Airport/Seaport/Freight Planning	539,032	58,031	31,001	0	450,000
1125 Active Transportation Planning	224,320	146,212	78,108	0	0
1212 Performance Measurement and Monitoring	164,791	107,411	57,380	0	0
1311 Lifeline Transportation Planning	440,622	287,198	133,424	0	0
1412 Transportation Conformity and Air Quality Planning	224,320	146,212	78,108	0	0
1130 Legislation and Public Affairs	2,989,696	1,873,077	1,000,619	116,000	0
1152 Implement Public Information Program	2,536,938	1,577,969	842,969	116,000	0
1156 Library Services	452,758	295,108	157,650	0	0
1230 Improve Highway Arterial Operations & Management	458,581	298,903	159,678	0	0
1229 Emergency Response and Security Programs	458,581	298,903	159,678	0	0
1510 Support Regional Transportation Investment	8,275,219	2,792,663	1,491,872	22,000	3,968,684
1233 Transportation Asset Management (TAM) Program	995,171	498,087	266,084	10,000	221,000
1511 Conduct Financial Analysis and Planning	452,318	294,821	157,497	0	0
1512 Federal, Programming, Monitoring and TIP Management	2,267,898	1,470,396	785,502	12,000	0
1517 Transit Sustainability/Planning	2,198,902	131,154	70,064	0	1,997,684
1519 Transit Core Capacity Study	2,360,930	398,205	212,725	0	1,750,000
Total Planning Funds	20,988,277	8,786,914	4,694,068	183,000	7,324,295
Grants					
1120 Planning, Emphasis Areas	8,569,833	936,529	500,304	0	7,133,000
1310 Lifeline Transportation Program	134,592	87,727	46,865	0	0
1413 Climate Initiative	437,075	284,886	152,189	0	0
1611 Priority Development Area (PDA) Planning and Implementation	7,998,166	563,915	301,250	0	7,133,000
1220 Traveler Coordination and Info Systems	3,406,661	2,187,874	1,188,787	50,000	0
1222 Regional Rideshare Program	162,057	105,629	56,428	0	0
1223 Operational Support for Regional Programs	877,891	552,656	295,235	30,000	0
1224 Implement Regional Travel Information	2,366,713	1,529,589	817,124	20,000	0
1230 Improve Highway Arterial Operations & Management	2,658,445	1,732,125	925,321	1,000	0
1228 Emergency Communication Operations	19,457	12,682	6,775	0	0
1234 Arterial Operations	483,871	315,388	188,484	0	0
1235 Incident Management	400,283	260,253	139,030	1,000	0
1237 Freeway Performance Initiative	1,754,835	1,143,803	611,032	0	0
1510 Support Regional Transportation Investment	1,163,708	748,729	399,979	15,000	0
1514 Regional Assistance Programs	424,816	276,895	147,921	0	0
1515 State Programming, Monitoring and STIP Development	604,300	384,106	205,194	15,000	0
1518 FTA Elderly & Disabled/New Freedom Programming	134,592	87,727	46,865	0	0
Total Grants	15,798,647	5,605,256	2,994,391	66,000	7,133,000
Administration					
1150 Agency Management	363,518	236,941	126,577	0	0
1152 Financial Management	0	0	0	0	0
1153 Administrative services	0	0	0	0	0
1157 Building Maintenance	363,518	236,941	126,577	0	0
1161 Information Technology Services	0	0	0	0	0
Total Administration	363,518	236,941	126,577	0	0
TOTAL MTC BUDGET	37,150,442	14,629,111	7,815,036	249,000	14,457,295

FY 15/16 Total Overall Work Program Direct Services Project Expenditure Estimates/ Continued)

	Total Budget	Salaries, Benefits	Indirect Services	Other Operating Expenses	Consultant
<u>1131 Legis. Programs</u>	691,432	447,417	239,015	5,000	0
<u>1230 SAFE</u>	402,085	0	402,085	0	0
<u>1250 Bay Area Toll Authority</u>	5,482,388	0	5,482,388	0	0
Total not federally funded	6,575,905	447,417	6,123,489	5,000	0
MTC Total Expenditures for OWP Purposes	43,726,347	15,076,527	13,938,525	254,000	14,457,295
ABAG Regional Planning	4,099,199	0	0	0	4,099,199
BCDC Regional Planning	351,000	0	0	0	351,000
Total Expenditures for OWP Purposes	48,176,546	15,076,527	13,938,525	254,000	18,907,494

**APPENDIX C
ABAG BUDGET SUMMARY
MTC/ABAG JOINT PROGRAM, FY 2015-16**

WORK ELEMENT	FTA 5303	Estimated FTA 5303 Carryover	FHWA PL	Estimated FHWA PL Carryover	General Fund Matching Funds	STP PL	PDA PL	Prop 84	TOTAL
Regional planning, modeling, research and outreach, including intergovernmental coordination	\$244,887	\$108,543	\$1,015,000	\$465,565	\$456,204	\$699,000	\$660,000	\$666,909	\$4,316,108
Totals	\$244,887	\$108,543	\$1,015,000	\$465,565	\$456,204	\$699,000	\$660,000	\$666,909	\$4,316,108

Note: ABAG will apply for Prop 84 funds

**APPENDIX A
FTA FUNDED PROJECTS**

FY 2014-15

Caltrans Consolidated Planning Grant Program

FTA Section 5304

FTA Section 5304 Transit Planning Studies

Estimated Completion Date

2013/2014 Transit Planning Studies

February 28, 2016

Statewide or Urban Transit Planning:

- Embarcadero and Montgomery Capacity Implementation Study (\$237,500)
Applicant: Bay Area Rapid Transit District
The Embarcadero and Montgomery Capacity Implementation Study will produce a station capacity project implementation strategy for Bay Area Rapid Transit's two busiest stations - Embarcadero and Montgomery. Bay Area Rapid Transit has conceptual plans for a number of station capacity improvements at these stations - at the street level plus three subsurface levels. A variety of overlapping agencies have adjacent projects which must be coordinated for implementation with Bay Area Rapid Transit's projects. This project will develop consensus on an implementation path for these projects.
- City of Hayward Transit Connector Feasibility Study (\$177,060)
Applicant: City of Hayward
Description: The City of Hayward Transit Connector Feasibility Study will assess the feasibility of implementing a transit connector service in Hayward's industrial employment areas.
- ECCTA System Re-Design (\$240,000)
Applicant: Eastern Contra Costa Transportation Authority (TriDelta Transit)
Description: The Eastern Contra Costa Transit Authority System Re-Design will address the predicted changes in travel patterns of current and future bus patrons resulting from the widening of State Route 4 (the spine of ECCTA's service area) and the extension of Bay Area Rapid Transit ten miles into ECCTA's service area.

Rural or Small Urban Transit Planning:

- Coordinated Marin County Student Transportation Plan (\$100,000)
Applicant: Marin County Transit District
Description: This project will bring together the school districts and the countywide transportation agencies to improve mobility options for Marin's youth. The goals of the project will be to improve outreach, communication, and services while reducing duplicative efforts and administrative duties. An additional goal will be to identify where specific transportation options are likely to be most successful and relevant. The end result will be a set of recommendations tailored to each specific school site.

Transit Planning Student Internships

- AC Transit Transportation Planning Intern (\$50,000)
Applicant: Alameda Contra Costa Transit
Description: Under direct supervision of a Senior Planner/Engineer, two (2) student interns will gain twelve (12) months of valuable transportation planning experience at AC Transit. Interns will apply their academic training to real world challenges by assisting with area service plans, long-range plans, and/or large-scale capital projects. Duties will be wide-ranging, including data analysis, public outreach, technical writing, operations modeling, cost estimation, design review, and/or Computer-aided design drafting
- CalMod Transit Planning Internship Program (\$49,951)
Applicant: Peninsula Corridor Joint Powers Board
Description: The Peninsula Corridor Joint Powers Board Caltrain Modernization Program (CalMod) is seeking funding to establish a planning internship program to provide professional development opportunities for up to four graduate or undergraduate interns over the next two years. These interns will engage in a variety of transit planning activities supporting the efforts of the CalMod program, which will upgrade the performance, operating efficiency, capacity, safety and reliability of Caltrain.

Transit Planning for Sustainable Communities Grants (planning studies)

- City of Hayward Cannery Area Regional Transit Alternatives Study (\$132,795)
Applicant: City of Hayward
This project will assess the feasibility of implementing a transit connector service in the City of Hayward's Cannery Area, connecting it with existing passenger rail and transit facilities and economic and employment centers.
- Design Guidelines for Multimodal BART Stations (\$300,000)
Applicant: Bay Area Rapid Transit District
This project will develop detailed design and implementation guidelines to enhance pedestrian and intermodal transit access within the entire BART system. Building upon the BART 2003 Access Guidelines and the 2010 Bicycle Plan, the project will assess pedestrian and transit accessibility using data, public and stakeholder outreach, and field surveys. Demonstration plans will be completed for El Cerrito del Norte and Fremont stations to address key issues and reality test the guidelines. The objective is to offer the detail needed to facilitate changes resulting from station enhancements, transit center expansion or transit-oriented development, and to prioritize stations with significant access needs.
- SMART Stations Bicycle Parking Investment Plan (\$100,000)
Applicant: Sonoma Marin Area Rail Transit
This project will identify a range of bicycle parking investments at Sonoma-Marin Area Rail Transit District (SMART) rail stations across two counties and ten cities (fifteen stations at build-out). The Plan will engage local partners to analyze what bicycle parking types are available, what markets need to be served along the corridor, and what investments would be desired and appropriate. Bicycles will be accommodated on board the SMART rail cars and ongoing station construction will allow some flexibility to build-out future bicycle parking facilities. The plan resulting from this process will help guide efforts to implement those investments over time.

Transit Planning for Rural Communities Grants (planning studies or internships)

- Rio Vista Transit Service Outreach and Analysis (\$99,950)
Applicant: City of Rio Vista
This project would educate residents on available transit services and programs and on alternative transportation services; seek feedback from residents to identify transit gaps through previous studies, use of random phone contacts, distribution of surveys and participation at key community gatherings; identify transportation gaps and discuss strategies; assess financial and operational resources; provide recommendations on strategies to address the need; and, receive community and City Council input before finalizing the implementation and marketing plan. The final product is intended be a "roadmap" to enhance transit services and programs within available resources to better meet the needs of a larger percentage of residents.
- LAVTA Introductory Transit Experience (\$50,000)
Applicant: Livermore Amador Valley Transit Authority
For the next two to four years, internships will be an essential part of Agency efforts to move forward with implementing new technology in order to promote more efficient, accessible, safe and reliable public transit. Interns are in a unique position to apply the skills that they are learning in school to the transportation problems that face the region. At the same time, they will receive needed instruction in basic transit planning and public service principles, and will have the opportunity to have real world experiences that will prepare them for full-time employment upon graduation.

APPENDIX B-1

STP FUNDED PROJECTS

FY 2012/13 -2015/16

Congestion Management Regional Agency:
Planning and Programming

BACKGROUND

Current federal statutes give MTC flexibility in programming certain federal funds across different transportation modes, and require cooperative planning, the establishment of priorities across modes, and consideration of factors such as the coordination of transportation with land use plans in planning and programming decisions. MTC assumes that these policies will be continued when the federal transportation statutes are reauthorized.

MTC relies upon the input of the other regional planning agencies including the San Francisco Bay Area Development and Conservation District and the Association of Bay Area Governments to assist in addressing State and federal transportation planning requirements. The Association of Bay Area Governments supports MTC in its efforts to coordinate regional land-use planning and growth issues with the transportation in the Regional Transportation Plan and other planning efforts. Working jointly with MTC and the San Francisco Bay Area Water Transit Authority (“WTA”), the San Francisco Bay Area Development and Conservation District develops a regional strategy for water-related Transit-Oriented Development (“TOD”) and shoreline priority development areas.

MTC provides funds to countywide transportation planning agencies, whether a Congestion Management Agency or a substitute agency, to play the major role in coordinating the efforts and interests of the constituent cities and transportation agencies within each county. Plan Bay Area, the Regional Transportation Plan/Sustainable Communities Strategy, will set a direction to respond to the need for climate protection, focused growth, and reduced vehicle miles of travel, and to build momentum to meet performance targets and goals per AB 32, and SB 375.

PROJECT DESCRIPTION

Congestion Management Agencies/substitute agency

Funding is conditioned on the AGENCY working cooperatively with MTC and the other regional agencies comprising the regional Joint Policy Committee (JPC) to implement our respective work programs.

Key objectives are for the CMAs/substitute agencies to use this funding:

- To implement the One Bay Area Grant (OBAG) program as per MTC Resolution 4035 within the county;
- To promote successful program and project delivery and monitoring within the county for all funds;
- To establish a land use and travel forecasting process and set of procedures that is consistent with those of the Association of Bay Area Governments (ABAG) and MTC, or develop appropriate alternative analytical approaches in cooperation with MTC;
- To support other regional planning and programming efforts;
- To assist in the development of the Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP) and the Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS) through countywide planning efforts; and
- To engage in public participation as detailed in MTC Resolution 4035 and Attachments.

Association of Bay Area Governments (ABAG)

MTC provides funding for ABAG for regional transportation planning as described below:

- Support regional land use planning and coordination with Regional Transportation Planning activities. Some specific duties include:

- Administration of the Station Area Planning program which was expanded to include priority development areas.
- Development of supporting financial programs working closely with State agencies, as well as via MTC's Regional Transportation Plan.
- Support of a technical advisory committee made up of various stakeholders and representatives from Priority Development Areas to provide input on potential incentives for the FOCUS program, development of outreach and educational materials, and to generally advise staff on issues as they arise

- Maintain Areawide Clearinghouse Notification and Review function according to Intergovernmental Review Guidelines established by the State (under Executive Order 12372) and pursuant to Federal laws requiring review of grant applications by areawide planning organizations.
- Participate in the development and implementation of air quality planning documents.
- Review Environmental Impact Reports ("EIRs") for projects that may impact airports and support the activities of the RAPC.
- Continue support of ABAG Regional Planning Committee as a forum for discussion of regionally significant issues including FOCUS Priority Development Areas and Priority Conservation Areas as well as other housing, environmental, water and legislative issues.
- Participate in the definition of realistic scenarios for the Emergency Operation Plan, including the forecast of damages for two functional and two tabletop exercises.
- Provide other planning support as needed for the development of the Regional Transportation Plan and related planning efforts.

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 and the San Francisco Bay Area Water Transit Authority ("WTA"), develop a regional strategy for water-related Transit-Oriented Development ("TOD") and shoreline priority development areas.
 - Review local general plans to determine the type of development that could be permitted in areas adjacent to existing and proposed ferry terminals and in other possible shoreline priority development areas. Identify four of the most promising terminal sites based on existing and planned updates to general and specific plans that contain support for transit-oriented development principles.
 - In addition to reviewing local general plans, analyze the other opportunities and constraints (e.g. possible land use conflicts with industrial uses or port operations or possible environmental constraints such as wetlands or requirements for dredging) of approximately four of the most promising sites adjacent to existing and proposed ferry terminals.
 - Identify opportunities to connect the four most promising terminal sites to existing neighborhood development patterns and improve connectivity between shoreline developments and existing communities.
 - Assist in the development of station area plans for 3434 ferry terminals. Determine if this is a model that could be used in developing or redeveloping land adjacent to existing and proposed ferry terminals not identified as 3434 ferry terminals. Assist in developing priorities for additional station area plans for 3434 ferry terminals should MTC funds become available.
 - Assist in establishing, coordinating and maintaining working groups for ferry sites beginning with the first MTC station area planning grant for Alameda Point.

- Attend and participate in WTA meetings, including meetings of the WTA's Technical Advisory Committee and Community Advisory Committee. Explore with the WTA the possibility of using the Technical Advisory Committee and Community Advisory Committee to provide technical assistance and feedback on water-oriented TOD around existing and proposed ferry terminals to the WTA, MTC, BCDC and other appropriate agencies and organizations.
- Provide project management duties for projects that need a permit from BCDC, including early review and technical assistance to address any issues early in the process and reduce permitting time and complexity.
- Serve as a liaison or identify and establish a contact person within federal and state resource agencies including the U.S. Fish and Wildlife Service, National Marine Fishery Services, National Oceanic and Atmospheric Administration, U. S. Army Corps of Engineers, California Department of Fish and Game, San Francisco Bay Regional Water Quality Control Board, State Lands Commission, Harbor Safety Committee of San Francisco, San Pablo and Suisun Bays, and appropriate local, regional and state agencies who can provide technical assistance and feedback on policy direction, regulatory matters and site specific issues.
- Attend Joint Policy Committee meetings and provide support where necessary.
- Provide appropriate administrative and planning support for the Regional Airport Planning Committee ("RAPC") including implementation of the RAPC work plan and support for any special task forces and advisory committees of RAPC as needed.
- Provide other planning support as needed for the development of the Regional Transportation Plan and related planning efforts.

Metropolitan Transportation Commission

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

BUDGET

This effort involves the development of specific agreements to provide planning funds based on a generalized workscope included in the OWP. This list of tasks and functions is intended to be flexible in order to be able to accommodate changes made in State, federal, or regional requirements during the period of this contract.

**Regional Total for CMA Planning and Programming Funding Agreements
Total FY 2012-13 through FY 2015-16**

MTC STP	\$41,677,000	88.53%
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Funding by Agency

Alameda	\$7,106,000
Contra Costa	\$4,200,000
Marin	\$3,091,000
Napa	\$2,673,000
San Francisco	\$3,568,000
San Mateo	\$2,673,000
Santa Clara	\$6,000,000
Solano	\$3,006,000
Sonoma	\$2,673,000
Association of Bay Area Governments	\$2,673,000
BCDC.	\$1,341,000
MTC	\$2,673,000
Total	\$41,677,000

Schedule	Delivery Date
PDA Investment & Growth Strategy	Revisions and updates as needed
Monitoring Report on adoption by local jurisdictions of a Complete Streets policy	March, Annually /Ongoing
PDA Investment & Growth Strategy Presentations by CMAs to Joint MTC Planning and ABAG Administrative Committee	Summer/Fall Annually
Ensure the public involvement process provides underserved communities access to the project submittal process as in compliance with Title VI of the Civil Rights Act of 1964	Summer/Fall Annually
Amended PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2014
Annual progress report on PDA Investment & Growth Strategy, including status of jurisdictions' progress on development/adoption of housing elements and complete streets policies	May 2014 Ongoing
CMP Modeling Consistency Checklist, pursuant to the CMP Guidance and MTC staff direction	2 months prior to due date for draft CMP
Monitored or estimated agreement funds spent in the previous fiscal year on activities directly supporting analytical planning activities, including travel/land use model staff and consultant fees, travel/land use model development (including data collection efforts intended to	Annually

support model development), and travel/land use model application (including hardware and software costs)	
If AGENCY does not engage in land use and travel forecasting/modeling, an agreed upon appropriate process for evaluating plans and projects	2 months prior to due date for draft CMP
Program of Lifeline Transportation Program projects	As needed
Monitoring reports for Lifeline Transportation Program projects	Ongoing
A complete set of CBTPs for each COC identified in 2008 in the county. Updated CBTPs for plans that are no longer current	Ongoing, As needed
Oversight/assistance for program/project delivery	Ongoing
Detailed information about projects and programs as specified by MTC for the regional planning process	As specified by MTC
Support for regional programs and customer service projects	Ongoing
Develop countywide transportation priorities consistent with regional long range vision and requirements	As needed
Additional support for planning and programming activities	Ongoing as needed

APPENDIX C

FY 2015-16
Partnership Planning Grants

➤ **FY 2013/14**

I-680 South Corridor Study

(Santa Clara Valley Transportation Authority)

The I-680 South Corridor Study will provide local, state and regional stakeholders a near term and long term list of projects. This will help in strategizing the programming and implementation of projects for the next cycle of Santa Clara County's long range transportation plan (VTP) and the regional transportation plan. It can help inform other funding programs as well.

Through a collaborative effort, the study will identify improvement projects that promote mobility and connectivity, enhance safety and security, support economic vitality and sustainability, and is sensitive to the environment and community values for programming and implementation.

Grant Name	Total			Balance as of Feb 20, 2015		
	Grant Allocated	In Kind Match	Cash	Grant Balance	In Kind Match	Cash
I-680 South Corridor Study	\$ 250,000	\$0	\$250,000	\$233,722.20	\$0	\$250,000

➤ **FY 2014/2015**

San Francisco Freeway Performance Initiative Study (in partnership with San Francisco County Transportation Authority, Caltrans, MTC, San Mateo County & others).

Plan Bay Area forecasts a significant growth along US-101 & I-280 corridors but San Francisco has not been represented. This study in partnership with San Francisco County Transportation Authority and other agencies mentioned above will develop a mid-term 2025 vision for managing the projected growth.

The study will analyze a full range of managed lanes strategies, and develop a freeway management vision to achieve the Sustainable Community Strategy and greenhouse reduction targets.

Grant Name	Total			Balance as of Feb 20, 2015		
	Grant Allocated	In Kind Match	Cash	Grant Balance	In Kind Match	Cash
San Francisco Freeway Performance Initiative Study	\$300,000	\$0	\$300,000	\$300,000	\$0	\$300,000

➤ **FY 2014/2015**

San Leandro Creek Trail Master Plan (Oakland & San Leandro Cities)

This project will develop a Master Plan and implement strategy for a six-mile multiuse trail along San Leandro Creek through Oakland.

The plan will consolidate and expand on earlier work by furthering community and organizational partnership and conduct an in depth feasibility analysis of the opportunities and constraints to constructing a multiuse trail through the watershed corridor.

Grant Name	Total			Balance as of Feb 20, 2015		
	Grant Allocated	In Kind Match	Cash	Grant Balance	In Kind Match	Cash
San Leandro Creek Trail Master Plan	\$201,510	\$43,250	\$10,000	\$201,510	\$43,250	\$10,000

APPENDIX D

FY 2015-16

Environmental Justice (EJ) Grants

INTRODUCTION

The Environmental Justice (EJ) planning grants are intended to promote the involvement of low-income and minority communities, and Native American Tribal Governments, in the planning for transportation projects to prevent or mitigate disproportionate, negative impacts while improving their mobility, access, safety, and opportunities for affordable housing and economic development.

The EJ projects have a clear focus on transportation and community development issues that address the interests of low-income, minority, Native American, and other under-represented communities.

The list below shows the active planning projects for FY 2015-16 funded by Caltrans Environmental Justice Planning Grants Program in the San Francisco Bay Area region. The awardees are in parenthesis along with the grant amount and study description.

FY 2013/14

- | | |
|---|------------------|
| ➤ Rumrill Boulevard/13th Street Corridor Mobility Plan
(City of San Pablo) | \$250,000 |
|---|------------------|

Description: The City of San Pablo with the City of Richmond, Local Government Commission, and Contra Costa Health Services intend to engage their community, specifically low income, minority residents, to help design conceptual drawings that will lead to increased pedestrian and bicycle mobility and safety along Rumrill Boulevard/13th Street, between, Contra Costa College and Richmond BART station.

APPENDIX E

FY 2015-16

Community-Based Transportation Planning (CBTP) Grants

Community Based Transportation Planning Grants

Completion Date

2012/2013 Transit Planning Studies

February 28, 2015

- City of San Mateo Sustainable Streets Plan
Applicant: City of San Mateo
Description: The City of San Mateo Sustainable Streets Plan is an effort to build upon the recently adopted 2011 Bicycle Master Plan and 2012 Pedestrian Master Plan. The City will conduct an extensive outreach and interactive community engagement process to take the next step in transportation and circulation planning. The Sustainable Streets Plan will comprehensively enhance the mobility of pedestrians, bicyclists, and transit passengers of all ages and abilities. (\$300,000)
- Living Alley Pedestrian Network
Applicant: San Francisco Planning Department
Description: The Living Alley Pedestrian Network Project will take advantage of underutilized alleys to provide pedestrians with an alternative to taking streets with heavy urban and regional traffic in a transit-oriented neighborhood. Working closely with the community, the San Francisco Planning Department will develop alley design guidelines, conceptual designs for three-five alleys, an alley improvement toolkit, and implementation plans that leverage impact fees and public-private partnerships. (\$250,000)
- South Richmond Transportation Connectivity Plan
Applicant: City of Richmond; Sub Recipient: UCB Center for Cities and Schools,
Description: The South Richmond Transportation Connectivity Plan will address key deficiencies in the local and regional transportation network by working with the community and other stakeholders to develop specific recommendations and improvements to enhance multimodal connections. The Plan will focus on the anticipated demand on the current road network, transit service, and alternative modes, such as shuttles and car-sharing. (\$300,000)

2013/2014 Transit Planning Studies

February 28, 2016

- Sonoma Valley Trail Feasibility Study
Applicant: Sonoma County Regional Parks
Description: Responding to community interest and safety concerns, Sonoma County Regional Parks (SCRIP) will engage the broader community to create a Feasibility Study for a bicycle and pedestrian trail connecting Sonoma Valley with Santa Rosa, parallel to the Highway 12 corridor. The completed project will guide the next steps of trail design, acquisition, planning, and environmental review and securing grant funding for future development. (\$190,000)
- Alameda - Central Ave Complete Streets Plan
Applicant: City of Alameda
Description: This Complete Streets Plan will conduct an outreach process and options analysis for Central Avenue between Pacific Avenue and Grand Street and the proposed adjacent San Francisco Bay Trail. The plan will focus on school, transit, truck and jobs access, two five-legged intersections, bikeway treatments, a potential narrowing of the travel lanes and paths along the bay waterfront. The plan goal is to create a more multi-modal, sustainable community that addresses sea level rise and global warming. (\$232,000)

APPENDIX F

FY 2014-15

FTA ALTERNATIVES ANALYSIS PROGRAM

INTRODUCTION

Before it was repealed by MAP-21, the Federal Transit Administration's Alternatives Analysis Program (49 U.S.C. 5339) provided grants to States, authorities of the States, metropolitan planning organizations, and local government authorities to develop studies as part of the transportation planning process. These studies include an assessment of a wide range of public transportation alternatives designed to address a transportation problem in a corridor or subarea; sufficient information to enable FTA to make the findings of project justification and local financial commitment required; the selection of a locally preferred alternative; and the adoption of the locally preferred alternative as part of the state or regional long-range transportation plan. Eligible projects include planning and corridor studies and the adoption of locally preferred alternatives within the fiscally constrained Metropolitan Transportation Plan for that area.

Alternatives Analysis Program funds in the MTC Region have been allocated directly to transit operators and other public agencies rather than MTC. However, funds awarded under the Alternatives Analysis Program must be shown in the UPWP for MPO(s) with responsibility for that area. This appendix lists the planning projects funded by Alternatives Analysis Program grants in the MTC Region.

APPROVED FY10-11 FUNDS

WE 1512	TJPA: Transbay Terminal/Caltrain Downtown Extension Phase 2 Planning and Environmental (TIP ID SF-05002)	\$1,240,000
	TOTAL	\$1,240,000

APPROVED FY 08-09 FUNDS

WE 1512	AC Transit: Telegraph Avenue/International Boulevard/E. 14th Bus Rapid Transit (TIP ID ALA050017)	\$237,500
WE 1512	SMART: Environmental Impact Report and Preliminary Engineering (TIP ID SON090002)	\$427,500
	TOTAL	\$665,000

GRAND TOTAL		\$1,740,000
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APPENDIX G

FY 2015-16

California Sustainable Transportation Planning Grants

INTRODUCTION

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) current Mission: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.* Grant Program Overarching Objectives were also identified to ensure consideration of these major efforts in transportation planning, including: **Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Equity.**

The new Program has two categories: Category 1, Strategic Partnerships and Category two, Sustainable Communities. Although, dedicated grants no longer exist for Environmental Justice, Community-Based Transportation Planning, and Transit Planning, these important areas are still eligible for funding under the new Grant Program's Category 2. Below is a listing of awarded projects for FY 2015-16 under each category.

Category 1

- **Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California, MTC with SJCOG and SACOG as sub-applicants** - This study will build off of multiple corridor studies that have been conducted in the mega region and drill down to identify specific high priority infrastructure needs and operational policies to improve key system bottlenecks and improve the efficiency of first and last mile access to major goods movement facilities and activity centers. (Budget numbers and narrative are also included under work element 1124).

Category 2

- **Keyes-Story Complete Streets Corridor Study, Santa Clara VTA** - A comprehensive, community-driven complete street study for the Keyes-Story corridor.
- **Petaluma-Sebastopol Trail Feasibility Study, Sonoma County Regional Parks** - The 13-mile trail study area, along Highway 116, west of 101, and including an abandoned railway, connects to the heavily-used Joe Rodota Trail and is the remaining link in Sonoma County's intercity trail network.
- **Community Engagement for an Equitable MUNI, SF Municipal Transportation Agency** – A unique and ground-breaking effort that would be one-of-a-kind in California, as it embraces customized utilization of nontraditional engagement techniques to enhance mobility and accessibility in target communities while serving to preserve multimodal transportation.
- **Caltrain Bicycle Parking Management Plan, Peninsula Corridor Joint Powers Board** - The study will develop a management plan for Caltrain's current and future bicycle parking system.