

**FY 2017-18**

# **OVERALL WORK PROGRAM**

**FOR PLANNING ACTIVITIES IN  
THE SAN FRANCISCO BAY AREA**



METROPOLITAN  
TRANSPORTATION  
COMMISSION



Association of  
Bay Area Governments

**FINAL  
APRIL 2017**

**FY 2017-18**

**OVERALL WORK PROGRAM**

**FOR THE**

**SAN FRANCISCO BAY AREA**

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## **List of Transportation Planning Acronyms**

ABAG	Association of Bay Area Governments
AC Transit	Alameda-Contra Costa Transit District
ADA	Americans with Disabilities Act
ADAP	Airport Development Aid Program
ALUC	Airport Land Use Commission
AMTRAK	National Railroad Passenger Corporation
Admin.	Administration Committee (MTC committee)
ARB	Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BAC	Bay Area Council
BART	San Francisco Bay Area Rapid Transit District
BATA	Bay Area Toll Authority
BCDC	Bay Conservation and Development Commission
CAAA	Clean Air Act Amendments of 1990
Caltrain	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
DEIS	Draft Environmental Impact Statement
DMV	Department of Motor Vehicles, California
DOT	Department of Transportation
EBMUD	East Bay Municipal Utility District
EBRPD	East Bay Regional Park District
ECCTA	East Contra Costa Transit Authority
EDP	Early Deployment Plan
EIR	Environmental impact report (state)
EIS	Environmental impact statement (federal)
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration

FARE	Financial Accounting Reporting Element
FAST	Fixing America's Surface Transportation Act
FCAA	Federal Clean Air Act
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
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.
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
PAC	Policy Advisory Council
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
TRB	Transportation Research Board, National
Toll Credit	Non Federal Share – Section 1905 of SAFETEA-LU
TSM	Transportation Systems Management
UGM	Urban goods movement
USGS	U.S. Geological Survey (ABAG)
VTA	Valley Transportation Authority
West CAT	Western Contra Costa Transit
WRCB	California Water Resources Control Board
WETA	Water Emergency Transit Authority

**METROPOLITAN TRANSPORTATION COMMISSION**

**FINAL  
MTC PROSPECTUS**

**APRIL 2017**

**FY 2017-18**

## MTC PROSPECTUS

### I. Introduction and Purpose

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

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

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

Section III – BUDGET: This section summarizes the regional planning funds available to MTC during FY 2017-18.

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

The Region produces two documents—updated periodically—that comply with federal requirements: the *Regional Transportation Plan* (RTP) and the *Transportation Improvement Program* (TIP). The Commission adopted the current RTP, known as Plan Bay Area in July 2013 and the 2015 TIP in September 2014. Plan Bay Area 2040 is the update of the Bay Area’s RTP slated for adoption in late summer 2017. As stipulated in FAST, these documents provide for the development and integrated management and operation of transportation facilities that function as a regional system as well as the state and national intermodal transportation systems. These plans and their corresponding policies, strategies and investments embody the eleven FAST planning factors as follows:

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

- Enhance travel and tourism.

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

## **II. Bay Area Implementation of FY2017-18 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 in coordination with the Bay Area Regional Committee (BARC). BARC's current key initiative is climate protection and adaptation.

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, known as Plan Bay Area 2040, is currently underway, with adoption expected in late summer 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.

FY 17-18 will be the first fiscal year that ABAG staff will be integrated into the MTC staffing structure and as MTC staff report to the MTC Executive Team. The staff consolidation will result in the launch of one Integrated Regional Planning Program serving the 9-county San Francisco Bay Area structured to capture synergies and strengthen the link between transportation, land use, housing and other programs. MTC staff will serve both the MTC and ABAG policy boards until or unless there is a change in governance in the future.

FHWA in consultation with FTA have jointly issued the planning emphasis areas (PEA's) for FY 2017-18:

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

The discussion below highlights the areas in MTC's work program that relate to the PEAs for FY17-18.

### **Core Planning Functions**

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

requirements that are in turn internally consistent with the state mandated Sustainable Communities Strategy. Key components of the RTP/SCS and other Core Planning Functions are described in the OWP.

Overall Work Program

Public Participation, Education and Engagement

Regional Transportation Plan/Sustainable Communities Strategy

Federal Transportation Improvement Program

Congestion Management Process

Annual Listing of Projects

Asset Management Planning/Financial Forecasting

Equity Framework

### **Performance Management**

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

With regards to the update to Plan Bay Area, MTC is continuing to emphasize performance-based planning as the foundation of the planning effort. Quantifiable long-range targets were adopted by the Commission in 2015 and used not only to compare scenarios but also to evaluate transportation projects for inclusion in the Plan. This work builds upon a successful effort in 2012 to prioritize high-performing projects for regional discretionary dollars and to reconsider low-performing investments that are cost-ineffective or adversely impact the region's targets. As discussed below, state of good repair remains a critical issue that is increasingly being linked to the performance-based framework already established for expansion and efficiency projects. In FY17-18, MTC will adopt Plan Bay Area 2040, the region's updated RTP/SCS based upon integrated transportation and land use scenarios that led to a preferred scenario informed by performance analyses. In addition, projects under consideration for the preferred scenario went through the performance process discussed above. MTC is working with federal, state, and local officials on the performance element of Plan Bay Area 2040 to continually improve the existing framework. In FY17-18, MTC will analyze and consider the value and effectiveness of the Plan Bay Area performance framework to consider how the performance measures might be further improved well in advance of the next RTP/SCS slated for adoption in 2021.

Finally, MTC stands ready to implement federal performance monitoring and target-setting requirements in FY17-18. While different than existing regional targets – which are long-range and span a broader spectrum of topic areas – the federal performance measures will be integrated into existing efforts like the RTP and TIP processes over the coming years. The top priority in FY17-18 will be the target-setting process itself – as we strive to set ambitious but achievable targets for core issue areas like safety, infrastructure condition, etc. Now that regulations have been finalized by FHWA and FTA, MTC will begin the conversation with policymakers and local stakeholders about implementation; staff continues to coordinate on a technical level with Caltrans and other California MPOs to prepare for the new performance requirements.

## **State of Good Repair**

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

The local roadway component of the Transportation Asset Management (TAM) program includes the Regional Streets and Roads Program (RSRP). This program encompasses the MTC Pavement Management Program (PMP) StreetSaver—a computer-assisted decision-making process designed to help cities and counties prevent pavement problems through judicious maintenance, and to diagnose and repair problems in a timely, cost-effective manner—and StreetSaver Plus, which applies the same concepts of a PMP to local road non-pavement assets such as sidewalks, storm drains, signs, signals and streetlights. Staff manages the development of the StreetSaver and StreetSaver Plus software, provides local agencies with information and assistance in the application of the software, and in linking road maintenance needs to funding actions. 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 local and regional planning efforts, investment strategies and performance targets. The RTCI is a database of transit capital assets including replacement and rehabilitation costs and lifecycles, used to project transit capital maintenance needs for the Regional Transportation Plan and the Transit Capital Priorities funding program. Information from the RTCI will also be used to provide performance information related to the State of Good Repair. In addition, MTC staff will assist all small and medium transit operators and the majority of large transit operators in developing transit asset management plans and will work to coordinate transit asset management efforts in the region.

## **Plan Bay Area 2040 – State of Good Repair**

Plan Bay Area 2040, the updated RTP/SCS slated for adoption in July 2017, encompasses a comprehensive Operation and Maintenance Needs Assessment that is used to inform investment levels for State of Good Repair across various modes. Plan Bay Area 2040 also has a comprehensive Project Performance Assessment framework that garnered national attention for incorporating cost/benefit and the other Plan performance objectives as a way of prioritizing expansion, modernization, and state of good repair investments consistently. The Plan also updated the associated State of Good Repair

performance measures and targets to better align with customer experiences. This work may be further expanded in a future update of the RTP/SCS, as the region continues to balance expansion and maintenance in a fiscally-constrained environment.

### **III. MTC Organization**

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

#### **Planning Area**

The Bay 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 7.6 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 State Transportation Agency (CalSTA), 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. In FY2016-2017 a Megaregion Committee was created to address policy issues that overlap MPO regional boundaries. The Committee is a joint agency committee comprising members from MTC, the Sacramento Council of Governments (SACOG), the San Joaquin Council of Governments (SJCOG)

<b>MTC Committee</b>	<b>Responsibilities</b>
Administration Committee	<ul style="list-style-type: none"> <li>• Oversight of Agency Operations</li> <li>• Financial Reports/Audits</li> <li>• Agency Budget</li> <li>• Contracts</li> <li>• Commission Procedures</li> </ul>
Executive Committee	<ul style="list-style-type: none"> <li>• Acts on matters of urgency brought before it by the Chair between Commission meetings</li> <li>• Acts on other matters assigned by Commission Chair</li> </ul>
Legislation Committee	<ul style="list-style-type: none"> <li>• Develop specific legislative proposals</li> <li>• Develop MTC policy positions on major legislative and regulatory proposals initiated-by others</li> <li>• Represent the Commission in the legislative process</li> <li>• Develop procedures for public information, press relations and citizen participation</li> <li>• Review, adopt and oversee public information, press relations and citizen participation programs</li> </ul>
Planning Committee	<ul style="list-style-type: none"> <li>• Agency Work Program</li> <li>• Monitor, direct and update work program and program budget – including the scope of consultant contract</li> <li>• Review planning and policy issues, review recommendations on evaluations of these issues from advisory and special committees, and examine planning issues against the RTP/SCS</li> <li>• Sustainable Communities Strategy/Regional Transportation Plan</li> <li>• Coordinate the RTP/SCS with other regional plans, including Bay Area Air Quality Plan, Bay Area Seaport Plan; Regional Airport Plan and BCDC’s Bay Plan</li> </ul>

<b>MTC Committee</b>	<b>Responsibilities</b>
Operations Committee	<ul style="list-style-type: none"> <li>• Oversight of Transportation System Management &amp; Operational Activities</li> <li>• Customer Service Programs</li> <li>• Agency Contracts Re: System Management &amp; Operations</li> </ul>
Programming and Allocations Committee	<ul style="list-style-type: none"> <li>• Fund Estimate</li> <li>• Fund Allocations</li> <li>• Fund Programming</li> <li>• State Transportation Improvement Program (STIP)</li> <li>• Federal Transportation Improvement Program (TIP)</li> </ul>

**Bay Area Headquarters Authority**

The Bay Area Headquarters Authority or “BAHA” is a joint exercise of powers authority between the Authority and MTC. BAHA was created to plan, acquire, and develop office space and facilities and undertake related activities by exercising the common powers of the Authority and MTC and the powers separately conferred by law. The Authority authorized the acquisition and development of an office facility at 375 Beale Street in San Francisco, California (the “Administration Building”). The building is now home to the Bay Area Air Quality Management District (the “Air District”), the Association of Bay Area Governments, and other governmental or private tenants, in addition to being the headquarters of MTC and the Authority. The Bay Conservation and Development Commission (BCDC) will be joining the other regional agencies at 375 Beale in the Fall of 2017.

**Bay Area Infrastructure Financing Authority**

The Bay Area Infrastructure Financing Authority or “BAIFA” is a joint exercise of powers authority created by a Joint Exercise of Powers Agreement between the Authority and MTC. BAIFA oversees the planning, financing, construction and operation of freeway express lanes and related transportation projects. In December 2006, BAIFA issued its \$972,320,000 State Payment Acceleration Notes (“SPANs”), the net proceeds of which were used to finance a portion of the Seismic Retrofit Program for the State-owned toll bridges. 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. In 2013, BAIFA assumed responsibility for MTC’s 270-mile Express Lane Network, authorized by the California Transportation Commission in 2011. BAIFA’s role for these express lanes includes securing funds or financing, setting toll policy, constructing express lanes, implementing the toll system and managing the day-to-day operation of the lanes. BAIFA works cooperatively with BATA, Caltrans, transit operators and the region’s other express lane operators to coordinate policies and to provide seamless services to Bay Area travelers. The Bay Area FasTrak® Regional Customer Service Center, operated by BATA, provides account management and customer service for all Bay Area FasTrak® customers, including those using the region’s toll bridges, MTC’s express lanes and other regional express lanes. The first BAIFA express lanes will open around third quarter 2017.

## **SAFE**

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

## **BATA**

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

## **Policy Advisory Council**

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

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

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

## **The Bay Area Partnership**

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

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

#### **Air Quality Conformity Task Force**

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

#### **Bay Area Regional Collaborative**

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

#### **The Regional Advisory Working Group**

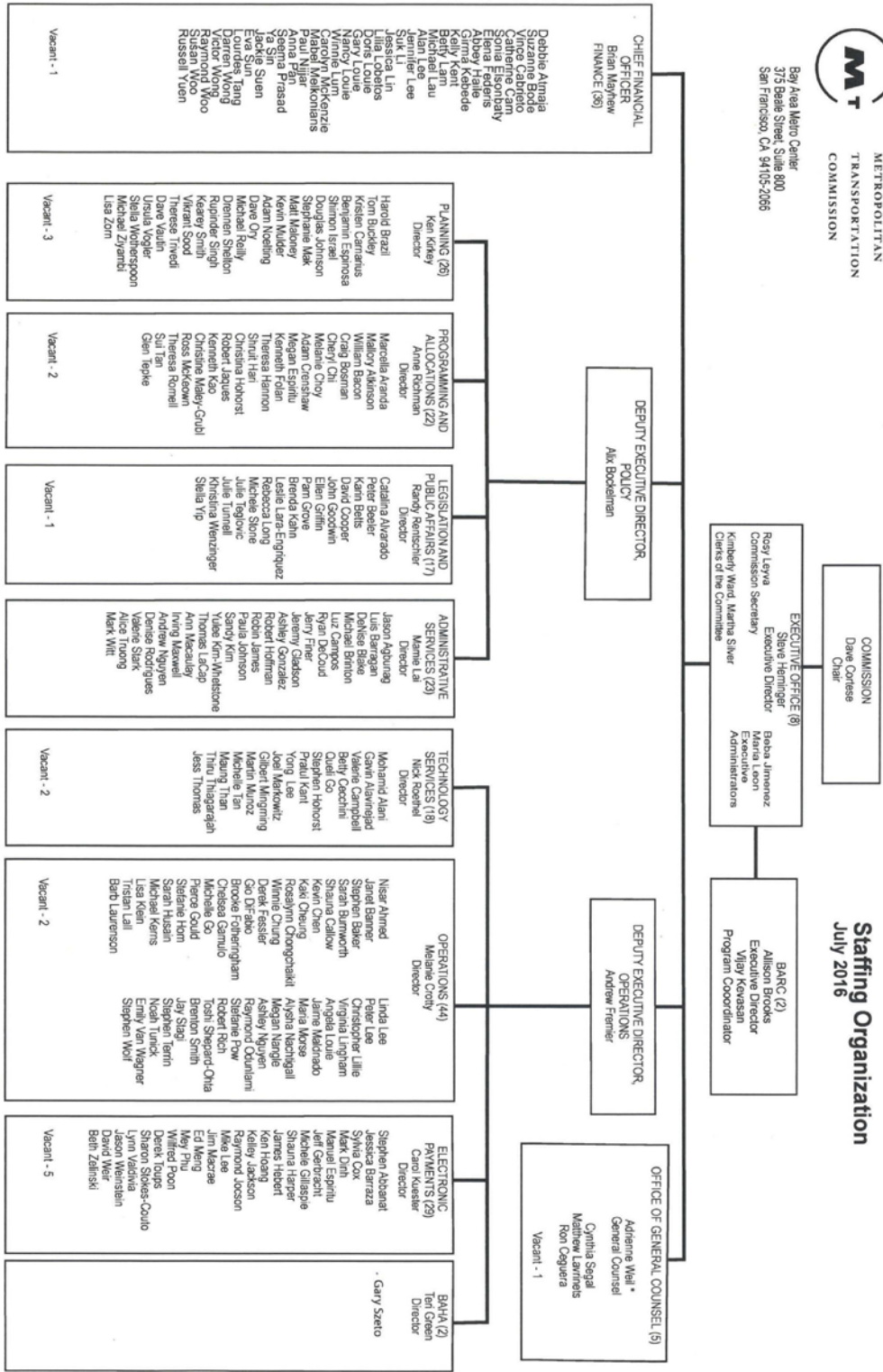
The Regional Advisory Working Group (RAWG) is comprised of local government staff as well as staff from county Congestion Management Agencies and transit agencies, plus representatives from interested stakeholder groups and any individuals interested in the development of Plan Bay Area (Plan Bay Area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



METROPOLITAN  
TRANSPORTATION  
COMMISSION

Bay Area Metro Center  
375 Beale Street, Suite 800  
San Francisco, CA 94105-2056

**Staffing Organization  
July 2016**



232 Positions

\* Advises Commission Directly

Steve Heminger  
Executive Director

**UNIFIED WORK PROGRAM**

**MTC/ABAG**

**FY 2017-18**

## **SCOPE OF SERVICES FISCAL YEAR 2017-2018**

In January, 2016, ABAG and MTC hired Management Partners to study the policy, management, financial, and legal issues associated with the integration of the two agencies, up to and including institutional merger between the agencies, and how an integration model might be implemented. In May 2016, the MTC Commission and the ABAG Executive Board supported Merger Study Option 7, developed by Management Partners. Option 7 entails the full staff consolidation of all ABAG Staff, Planning and non-Planning, within the MTC staffing structure under the leadership of the MTC executive team. The staff consolidation is set to occur on July 1, 2017. Under Option 7, the consolidated staff will serve the policy boards of both MTC and ABAG. This change will encompass the creation of one Integrated Regional Planning Program to serve the San Francisco Bay Area. The program will be operational in FY17-18. The policy boards of MTC and ABAG will remain independent with the consolidated staff serving both. A memorandum of understanding will be approved to guide discussions of potential future governance changes.

Because there will be one consolidated staff, the work element items are listed under MTC. The work elements common to ABAG and MTC include those listed under 1120 Planning Emphasis Areas.

**UNIFIED WORK PROGRAM**

**CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)**

**FY 2017-18**



## Caltrans Work Elements

### Goals and Objectives

The California Department of Transportation (Caltrans/Department) Work Elements support the Department's Mission: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.* They advance the overarching goals and objectives noted in the Caltrans Strategic Management Plan (2015-2020), mainly under goals 1) Safety and Health, 2) Stewardship and Efficiency, and 3) Sustainability Livability and Economy, which targets to achieve 15% reduction of statewide per capita Vehicle Miles Travelled (VMT) by 2020. Caltrans Work Elements also promote the Department's objectives in its various transportation plans--the California Transportation Plan 2040 (CTP 2040), Freight Mobility Plan, Smart Mobility Framework, Complete Streets and Interregional Transportation Strategic Plan, to name a few of the Department's planning initiatives. In addition, Caltrans Work Elements aim to fulfill its 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. They stress the inclusion of the Tribal Governments and the under-represented groups of communities of concern in the state's and region's transportation planning and programming processes.

Caltrans planning activities support goals established in the regional transportation planning guidelines adopted by the California Transportation Commission (CTC) and the climate change legislations closely linking transportation planning and land use planning. Efforts to integrate the two planning processes are in response to the passage of Assembly Bill 32 and Senate Bill 375. As an outcome of these legislations, 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.

Another key piece of legislation guiding state planning is Senate Bill 391 (SB 391). SB 391 requires the CTP to identify the integrated multimodal transportation system needed to achieve maximum feasible reductions in GHG emission. Caltrans prepared the CTP 2040 and was signed by the California State Transportation Agency in June, 2016. It presents a long-term vision with a set of supporting goals, policies, and recommendations to help guide transportation-related decisions and investments to meet the state's future mobility needs and reduce greenhouse gas (GHG) emissions.

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

### Objectives

- To assist Caltrans headquarters Division of Transportation Planning (Sacramento), in meeting the goals and intent of Senate Bill (SB) 391 (Liu); and federal requirements for the development of a statewide California Transportation Plan (CTP) every 4 years.
- To disseminate the latest information on any update of the state plan, new guidelines, implementation plan, etc., to internal District functional units and 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 prepares the California Transportation Plan (CTP) to articulate the State's vision for an integrated, multimodal interregional transportation system that complements regional transportation plans and land use visions. The CTP integrates the State's long-range modal plans and Caltrans-sponsored programs 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 Head Quarters staff to continue sharing information on the state's initiatives relating to the update of the California Transportation Plan.
- Monitor & Coordinate with Statewide Planning & Programming Initiatives California Transportation Plan (CTP); CTC STIP Guidelines and exercises.

### Current Tasks

- Review & comment on Draft Materials. (CTP Guidelines, Implementation Plan).
- Participate in Monthly Teleconference updates.
- Participate on Caltrans Future of Mobility Transportation Advisory Committee
- Share the CTP updates with the Metropolitan Transportation Commission as well as other stakeholders including the Tribal Governments.
- Assist HQ in coordinating HQ/District-MPO Visit(s).
- Assist HQ in coordinating any public workshops held in the District.

### Products

CTP

### Estimated Completion Date

Ongoing 2017/18 to 20/21

### Estimated Cost by Funding Source

Not funded through the OWP process

### Estimated Person-Months and Cost

N/A

<b>Work Element 6.2 – Planning Liaison</b>
--

**Objectives**

To strengthen the connections between the Department’s long-range transportation planning efforts by informing HQ and District of the latest initiatives impacting transportation and coordinating with the Metropolitan Transportation Commission’s (MTC) regional planning process.

**Description**

Provide a liaison role between Caltrans Planning in HQ and District as well as with other Divisions and functional units to inform, monitor, and coordinate federal, State, and regional transportation planning processes relating to the various planning activities and initiatives.

**Previous and Ongoing Related Work**

- Monitor & coordinate with Statewide Planning Initiatives
- Monitor & coordinate with the Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS).

**Current Tasks**

- Coordination with headquarters on the various transportation planning initiatives.
- 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, and 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 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 6.3 – 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 System Planning products and other district, local, regional, and statewide planning documents.
- 

### Tasks

- Work with HQ to identify new priorities for the System Planning program and establish new System Planning process and/or products.
- 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 System Planning documents including Transportation Concept Report (TCR), Corridor System Management Plans

(CSMP), the ITSP, the District System Management Plan (DSMP) and accompanying DSMP Project List, and any new System Planning products.

- Provide assistance in the process to (1) relinquish existing State Highway System route segments to local agencies; and (2) adopt existing local arterials or newly constructed road facilities as route segments into the System. Relinquishment and route adoption are to be implemented only by mutual agreement between the State and appropriate local agencies.
- Review Caltrans documentation including, but not limited to, Project Initiation Documents, Caltrans Excess Land requests, and other transportation based documents with regard to System Planning issues.
- Provide System Planning input on environmental reports relating to local development projects and their impacts on the State Highway System.
- Cooperate with HQ on the development of research proposals, studies, policies and procedures to address changes in transportation demand, system characteristics and the role of the State in project planning, development, and delivery.

**Products**

- N/A

**Estimated Completion Date**

N/A

**Estimated Cost by Funding Source**

- Not funded through the OWP process

**Estimated Person-Months and Cost**

N/A

## **Work Element 6.4 – 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. Strategic Partnerships grants are listed in Appendix D.

## **Work Element 6.5 – 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 Strategic Partnership grants under Caltrans Sustainable Transportation Planning 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 2017 |
| • 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 6.6 – Local Development/Inter-Governmental Review (LD/IGR)

### Objectives

To ensure that development-related safety impacts to users of state transportation facilities are identified and mitigated to the maximum extent feasible; achieve Caltrans *Strategic Management Plan* targets of increasing non-auto mode transportation shares, to advance *California Transportation Plan* goals of providing multimodal accessibility for all people, support a vibrant economy and improve public safety. D4 LD/IGR is promoting transportation choices by applying Caltrans *Smart Mobility Framework*, the Metropolitan Transportation Commission’s Sustainable Communities Strategy and the Association of Bay Area Government’s Priority Development Areas to CEQA reviews. D4 LD/IGR is implementing SB 743 requirements to reduce vehicle miles traveled (VMT) to reduce greenhouse gas emissions. LD/IGR programs achieves these goals by reviewing and commenting on federal, state and local environmental documents prepared pursuant to the National Environmental Policy Act and the California Environmental Quality Act (CEQA).

### Description

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

### Previous and Ongoing Related Work

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

### Tasks

- Local Development /Inter-governmental Review experts engage with stakeholders including Caltrans functional units, discipline experts, project proponents, LAs and Congestion Management Agencies (CMAs), through strategic partnerships to implement the SB 743 focus on VMT, address potential safety impacts from local development and actively pursue fair share mitigation fees with local partners (*Meeting New Challenges through Teamwork*),
- Through strategic partnerships with stakeholders including LAs, consultants and project proponents, LD/IGR experts collaborate on traffic analysis through early consultation, including support for establishing multimodal and regional impact fees,
- Leverage LD/IGR professional training and expertise to maximize opportunities to enhance bike, Ped, ADA, transit and Transportation Demand Management improvements through CEQA review of environmental documents; this supports Caltrans Strategic Management Plan targets of increasing active transportation (*Sustainability, Livability & Economy*),
- Pro-actively engage stakeholders including Caltrans’ functional units, Army Corps of Engineers, Department of Fish & Wildlife and the Bay Conservation Development

Commission in evaluating the environmental consequences of Sea Level Rise to Caltrans facilities and project delivery (*Sustainability, Livability and Economy*),

- Utilize leadership by representing Caltrans on Technical Advisory Committees; develop strategic partnerships with LAs and CMAs to collaborate on land use and transportation projects affecting Caltrans,
- Collaborate with Environmental Analysis, System Planning, Permits, Project Management, Right of Way, numerous Engineering disciplines and other functional units by providing project history and previous responses to LAs,
- Utilize leadership in collaboration with our local partners to incorporate LA Conditions of Approval and Mitigation Monitoring Reports into CEQA records,
- Engage with Headquarters and the Office of Planning and Research for training, interpreting and implementing SB 743-mandated changes to CEQA analysis, and
- Pro-actively works with tribal governments to mitigate traffic impacts from proposed tribal projects (*System Performance*).

**Products**

**Estimated Completion Date**

- |   |                               |
|---|-------------------------------|
| <ul style="list-style-type: none"> <li>• Written comments to LAs on their proposed projects and environmental documents.</li> <li>• Documents on Tribal government-to-government relations</li> </ul> | <p>Ongoing</p> <p>Ongoing</p> |
|---|-------------------------------|

**Estimated cost by funding source**

**Estimated Person-Months and Cost**

- |   |            |
|---|------------|
| <ul style="list-style-type: none"> <li>• TBD</li> </ul> | <p>N/A</p> |
|---|------------|

## **Work Element 6.7 – 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 now included in the State Highway System Management Plan.
- 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 rehabilitation projects.

**Products**

**Estimated Completion**

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

Ongoing

**Estimated Cost by Funding Source**

**Estimated Person-Months and Cost**

Not funded through the OWP process

N/A

## **Work Element 6.8 – Native American Liaison**

### **Objectives**

- Establish clear lines of communication with the six federally recognized tribes in District 4.
- Be cognizant of the issues relating to Tribal Governments, non-federally recognized Tribes, and Native American organizations, groups, and individuals.
- Establish clear roles and responsibilities within Caltrans District 4 and coordinating with the District's Native American Coordinators.
- Partner/formulate with MTC on best practices for Tribal Government inclusion into the region's transportation planning process.
- Coordinate, consult 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 6.9 – Addressing Environmental Justice**

### **Objectives**

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

### **Description**

- Caltrans Sustainable Transportation Planning Grant Program continues to emphasize the importance of encouraging eligible applicants to apply for Sustainable Communities grants to address transportation needs and deficiencies in disadvantaged communities. This is in support of the previous Environmental Justice Grant Program, in compliance with the Federal Transportation Planning goals under Title 23, U.S. Code, and Section 134, and consistent with federal orders (Executive Order 12898, DOT Order 5610.2, and FHWA Order on EJ dated December 1998).
- Environmental Justice Planning supports and encourages efforts by all and diverse communities to integrate land use and transportation decisions, projects, plans, and activities.
- Environmental Justice Planning is a collaborative, comprehensive, and integrated process. The results of this process are intended to ensure that transportation investments are made that promote sustainable communities, provide for a resilient economy, foster the highest and best land uses, and expand transportation choices in an equitable manner to people in all segments of society. In balancing transportation investments, economic prosperity, community livability, and environmental protection, Caltrans will achieve widespread public involvement and equity in individual transportation choices.
- Caltrans Sustainable Transportation Planning Grant Program continues to promote the involvement of low-income and minority communities, and Native American Tribal Governments in the planning for transportation projects to prevent or mitigate disproportionate, negative impacts while improving mobility, access, safety, and opportunities for affordable housing and economic development.

### **Previous and Ongoing Related Work**

- Coordinate on a continuous basis with 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 inclusion of the Environmental Justice and Disadvantaged communities into the region's transportation planning and programming processes.



Tasks

- Interface with the MTC, local agencies, Native American Tribal Governments, private and non-profit organizations, community-based organizations and transit agencies, to address Environmental Justice, Smart Growth, and Livable Communities issues.
- Coordinate participation of other Department functional units as appropriate.
- Provide assistance to applicants in applying for Caltrans transportation planning grants or other funding programs requiring/offering participation of the EJ Community.
- Monitor studies with a focus on serving and involving the EJ community funded by the Sustainable Communities Grant Program contracts.
- Review Project Study Reports (PSRS) and Project Reports for Title VI, Environmental Justice compliance.
- Conduct outreach efforts to traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority (i.e., Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and leaders.

**Products**

**Estimated Completion**

- Management of EJ-focused related grants  
Year  
Varies with the Award
- Documentation of outreach efforts and meetings  
with traditionally under-represented and under-served  
Year  
Varies with the Award
- populations and their community leaders

**Estimated Cost by Funding Source**

**Estimated Person-Months and Cost**

Not funded through the OWP process

N/A

**Caltrans Sustainable Transportation Planning Grants**

Caltrans grants program has been revamped and is now called Caltrans Sustainable Transportation Planning, which started in FY 2015-16. There are two categories under this grant program: Strategic Partnerships and Sustainable Communities. Applications that were awarded with a focus on engaging the environmental justice community are listed in Appendix E among the rest of the awarded Sustainable Communities studies.

## **Work Element 6.10 – Community Planning and Public Engagement**

### **Objectives**

- To effectively link transportation and land use planning at the community level.
- To seek innovative solutions to transportation issues, problems, and constraints.
- To actively involve all segments of the public through outreach efforts to the traditionally under-represented and under-served populations such as the elderly, disabled, low-income, and minority community groups and leaders in transportation planning and decision-making.
- To provide a forum for discussing issues related to the function of conventional state highways as main streets with cities, counties and other local agencies.

### **Description**

The Community Planning Branch supports and encourages efforts by communities to integrate land use and transportation decisions, projects, plans, and activities. Community Planning is a collaborative, comprehensive, and integrated process. The results of this process are intended to ensure that transportation investments are made that promote sustainable communities, provide for a resilient economy, foster the highest and best land uses, and 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.

### **Tasks**

- Coordinate with Caltrans Headquarters 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.
- Coordinate with Caltrans Headquarters in regard to context sensitive solutions and Complete Streets Policy implementation, and regional growth issues and impacts.
- Coordinate meetings on context sensitive solutions and complete street design for conventional highways with local agencies and district staff from various functional areas.
- Review local land use plans and development proposals and provide comments on measures to reduce regional vehicle miles traveled and improve pedestrian and bicycle access to regional transit facilities.
- Provide the district with information on current regional growth and community planning issues and prepare fact sheets as required for district management.
- Act in an advisory role to other branches requesting public participation process information and/or usage of the Headquarters Planning Public Engagement Contract services.

### **Caltrans Sustainable Transportation Planning Grant Program**

The Caltrans Sustainable Transportation Planning grant program supports the California Department of Transportation (Caltrans) current Mission to *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability*. Grant projects are intended to identify and address mobility deficiencies in the multimodal transportation system including the mobility needs of environmental justice and disadvantaged communities, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and result in programmed system improvements.

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.

See Appendix D for project descriptions of the active Sustainable Communities Grant category projects.

**Caltrans Planning Public Engagement Contract Efforts**

The fourth Caltrans Statewide Planning Public Engagement Contract was awarded to Iacofano Goltsman, Inc. (MIG) in September 2014. Under this \$2.2 million contract, work is authorized through “service requests” for well-defined public outreach and engagement efforts related to transportation plans, programs, and projects in early stages of planning.

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

<b>Planning Public Engagement Service Requests</b>	<b>Estimated Completion Date</b>
State Route 82, Grand Boulevard Initiative Outreach, Phase 2	Ongoing
District 4 Bicycle Plan Outreach	Ongoing
Sonoma State Route 1 Repair Guidelines, Stakeholder Engagement	Ongoing
State Route 37 Transportation and Sea Level Rise Corridor Plan Outreach, Phase 1	Ongoing

**Work Element 6.11 – FTA Section 5304 Transit Planning Studies Programs**

**Objectives**

- 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.
- 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. Student Internships to support these planning objectives are also eligible within this grant program category.

**Description**

The Transit Planning Studies 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 Work Element 6.11 and Appendix G.

See Appendix A for project descriptions of the remaining active Transit Planning Studies.

Estimated Cost by Funding Source  
Not Funded through the OWP Process

Estimated Cost  
N/A

**Work Element 6.12 – Pedestrian Coordination**

**Objectives**

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

**Description**

The District Planning staff works to improve pedestrian safety, access, and mobility by performing planning and design review for projects proposed for the State highway system, working with Headquarters staff on tasks associated with the Complete Streets Implementation Action Plan, and meaningfully involving stakeholders in these activities so that better outcomes are achieved.

**Previous Related Work**

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

**Tasks**

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

**Products**

**Estimated Completion Date**

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

**Estimated Cost by Funding Source**

**Estimated Person Month & Cost**

Not funded through OWP process	N/A
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**Work Element 6.13 – Bicycle Planning and Coordination**

**Objectives**

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

**Description**

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

**Previous Related Work**

- Advised and assisted in implementation of the Caltrans Complete Streets Policy, the California Strategic Highway Safety Plan, the California Blueprint for Bicycling and Walking, and the Active Transportation Program.
- Reviewed and provided input on district planning, project initiation, and design documents as well as on Caltrans standards, guidance, and procedures as they affect bicycle travel.
- Provided input and shared information regarding:
  - existing roadway deficiencies and needed bicycle safety upgrades;
  - new policies and revisions pertaining to bicyclists.
    - Coordinated quarterly meetings of the Caltrans District 4 Bicycle Advisory Committee consisting of representatives of Bay Area transportation agencies and advocacy groups. The committee’s role is to review Caltrans projects and policies with an aim toward improving bicycle safety, mobility, and access on and across the State Highway System.
    - Coordinated Caltrans’ participation in Bike to Work Day.
    - Commenced work on the Caltrans District 4 Bicycle Plan, which will identify and prioritize safety and mobility needs of bicyclists on the State highway system in District 4. The plan is scheduled to be completed in February 2018

**Tasks**

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

<b>Products</b>	<b>Estimated Completion Date</b>
• Review and provide input on planning and design-level documents	Ongoing
• Coordinate District 4 Bicycle Advisory Committee	Quarterly

<b>Estimated Cost by Funding Source</b>	<b>Estimated Person Month &amp; Cost</b>
Not funded through OWP process	N/A

## Work Element 6.14 – Transit Coordination

### Objectives

- To encourage alternative modes of transportation on the State Highway System.
- To leverage the existing State Highway System to promote and enhance alternative transportation mode opportunities.

### Description

The Transit Coordination Branch seeks opportunities to increase mobility options within the State Highway System (SHS). This function assists the Department in meeting goals associated with AB 32, SB 375, and SB 391 by promoting alternative transportation modes to decrease vehicle miles traveled and associated greenhouse gas emissions and increasing the efficiency of the SHS. Specifically, 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

- Coordinating with Samtrans for the repurposing of Colma P&R for potential transit-oriented development.
- Partnering with MTC for the Commuter Parking Initiative (CPI), a project to develop new P&R facilities on State ROW that will be operated and maintained by MTC.
- Coordinating with multiple Stakeholders to address Golden Gate Vista Point congestion.
- Relinquishing Caltrans's portion of Curtola P&R to Soltrans
- 

### Tasks

- Coordinate with local agencies to improve the State Highway System to optimize alternative modes of transportation.
- Review Caltrans project development documents and ensure that alternative modes of transportation are considered and accommodated wherever feasible.
- Provide project management support for transit projects on the State Highway System.
- Participate on Project Development Teams (PDTs) for projects with transit components.
- Seek partnership opportunities to improve and expand the District P&R system.
- Plan for improved and new P&R lots
- Participate on PDTs for projects with P&R components.

### Products

### Estimated Completion Date

- Preliminary Investigation for Golden Gate Vista Point congestion  
Completed June 2016
- Executing Master Maintenance Agreement for MTC's CPI project Spring 2017
- Curtola P&R Relinquishment Assessment Report Spring 2017

### Estimated cost by Funding Source

### Estimated Person-Months and Cost

Not funded through the OWP process

N/A

**Work Element 6.15 – Goods Movement Planning/Partnerships**

**Objectives**

The primary responsibility of the Freight Mobility Branch is to serve as the District policy and technical specialist concerning development of projects and strategies relating to the international, national, regional, and local movement of freight. The Freight System Planning Branch considers all modes in which freight is transported including trucking, rail, aviation and maritime travel as well as access to and from Bay Area seaports, airports, and intermodal and warehouse facilities. The Freight System Planning Branch represents the District through cooperation and coordination with federal, State, regional, county and local partnership agencies supporting a multi-jurisdictional transportation planning process.

**Description**

The Freight System Planning 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 Freight Planning within the Division of Transportation Planning, the Division of Research, Innovation and System Information, the Division of Aeronautics, the Division of Rail, and Traffic Operations Program. It also coordinates with external governmental agencies such as FHWA, USMARAD, regional/local agencies, seaports, airports, trucking and private industry to improve the performance of the multi-modal freight system.

**Tasks**

- Maintain a district liaison role through attendance at various federal, state, regional and local agency committees focused on improving the movement of freight.
- Facilitate district contract oversight and coordination for freight focused transportation planning studies.
- Coordinate transportation planning involvement in funding programs relating to the FAST Act.
- Provide support and oversight for development of Corridor System Management Plans (CSMPs) and Transportation Concept Reports (TCRs).
- Review and coordination of internal and external project development documentation for freight system consideration and inclusion.

**Product**

Internal/external project and policy documents

**Estimated Completion Date**

Ongoing

**Estimated Cost by Funding Source**

Not funded through OWP process

**Estimated Person-Months and Cost**

N/A



## Work Element 6.16 – 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/m<sup>3</sup> to 35 ug/m<sup>3</sup> 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 2017 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, BAAQMD and other state and federal agencies on state air quarterly planning issues as needed.

**Products**

**Estimated Completion Date**

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

**Estimated Cost by Funding Source**

**Estimated Person-Months and Cost**

Not funded through the OWP process

N/A

## Work Element 6.17 – Climate Change Adaptation Planning

### Objectives

Work with the HQ Climate Change Branch as well as with partner agencies in the region to plan, develop and implement projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector, and develop resilient adaptation responses to protect state highway assets and infrastructure, to further 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**

**Estimated Completion Date**

- |                               |          |
|-------------------------------|----------|
| • BCDC ART Project            | Complete |
| • BCDC ART Program            | Ongoing  |
| • Adaptation Options Study    | Complete |
| • D4 Vulnerability Assessment | 2017     |

**Estimated Cost by Funding Source**

**Estimated Person-Months and Cost**

Not funded through the OWP process	N/A
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<b>Work Element 7.1 – State Funding for Transit and Intermodal Improvements</b>
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**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
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**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**

- Participate in Roundtable VTC teleconference meetings and applicable transit training classes and workshops.
- Track completed work and complete applicable reports in a timely manner. Keep headquarters updated on the District's program status.
- Communicate with the Division of Rail and Mass Transportation (DRMT) Resource Manager/Analyst to prevent budget overruns and ensure quality fiscal management.
- Review and monitor sub-recipient compliance for all transit grant projects as described in executed standard agreements and 49 U.S.C. Chapter 53.
- Collect, review and develop comprehensive list of semi-annual DBE Utilization data and provide to HQ.
- Conduct annual monitoring of FTA-funded capital projects, which includes vehicles and facility infrastructure projects using forms from the DRMT BlackCat Electronic Grants Management System (EGMS). The expanded monitoring inspection requires ride-alongs with agency buses to ensure compliance of FTA requirements (ADA, Title VI, Charter and School Bus programs).
- Conduct annual on-site monitoring of local agencies to ensure compliance of: procurement and asset-management requirements, disposition of assets and maintenance procedures. To also ensure that compliance is met for: School Bus, ADA, Title VI, Drug and Alcohol, Fixed Route and Paratransit and Demand Response Services. Use forms from the DRMT BlackCat EGMS.
- Attend board and TAC meetings to ensure transit needs are being adequately addressed and considered in the development of OWP and transportation plans.
- Review agency websites to ensure compliance and that information is adequately advertised to the general public.
- Maintain project inventory data spreadsheets for all FTA projects within the District.

**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

- Project Reports
- Annual Program Inventory

### Estimated Completion Date

Ongoing  
Ongoing

### Estimated Cost by Funding Source

Not funded through OWP process

### Estimated Person Months and Cost

N/A

## Work Element 8.1 – Traffic Operations System

### Objectives

To implement, operate, monitor, and maintain the Traffic Operations System (TOS) for the Bay Area freeways, as stipulated in the Caltrans TMS Master Plan, 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

### Estimated Completion Date

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

### Estimated Cost by Funding Source

### Estimated Person Months and Cost

Not funded through OWP process

N/A



## **Work Element 8.2 – Freeway Service Patrol**

### **Objectives**

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

**Estimated Completion Date**

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

Monthly

**Estimated Cost by Funding Source**

**Estimated Person Months and Cost**

Not funded through OWP process

N/A

<b>Work Element 8.3 – SMART Corridor Project</b>
--

**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****Estimated Completion Date**

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

**Estimated Cost by Funding Source****Estimated Person Months and Cost**

Not funded through OWP process

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

Travel Demand Model for Sustainable  
Community Strategy Land Use

### Estimated Completion Date

Ongoing

### Estimated Cost by Funding Source

Not funded through the OWP process

### Estimated Person-Months and Cost

N/A

## **Work Element 9.2 – Data Management and Coordination Activities**

### **Objectives**

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

### **Description**

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

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

The Department develops and maintains vast amounts of geospatial data in a GIS format, 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/BayGEO, 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.
- In concert with appropriate HQs functional units and partner agencies, support activities related to the ongoing review and processing of Functional Classification change requests.

**Products**

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

**Estimated Completion Date**

Complete – Ongoing

Complete – Ongoing

Ongoing

Ongoing

Ongoing

Ongoing

**Estimated Cost by Funding Source**

Not funded through the OWP process

**Estimated Person-Months and Cost**

N/A

## Work Element 9.3 - Transportation Monitoring

### Objectives

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

### Description

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

### Previous and Ongoing Related Work

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

### Tasks

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

### Products

### Estimated Completion Date

- Annual Managed Lane Report
- Quarterly/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 Cost by Funding Source

### Estimated Person-Months and Cost

Not funded through OWP process

N/A

**UNIFIED WORK PROGRAM**

**METROPOLITAN TRANSPORTATION COMMISSION**

**FY 2017-18**

**FINAL  
APRIL 2017**



## **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.

<b>Major Tasks</b>
--------------------

- **Support the Partnership Board**
- **Support the Policy Advisory Council**

<b>Major Products to Be Delivered in FY 2017-18</b>	<b>Estimated Completion Dates</b>
Policy Advisory Council Annual Meeting with the Commission	As Required FY17/18
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**
- the economic vitality of the metropolitan area, especially by enabling global Support competitiveness, productivity, and efficiency;
  - Increase the safety of the transportation system for motorized and non-motorized users;
  - Increase the security of the transportation system for motorized and non motorized users;
  - Increase the accessibility and mobility of people and freight;
  - Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
  - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
  - Promote efficient system management and operation;
  - Emphasize the preservation of the existing transportation system;

### C. Previous Accomplishments

- Objectives**
- Same as above
- Accomplishments**
- Met with Partnership and subcommittees on:
- Plan Bay Area
  - One Bay 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
  - Joint Local Streets & Roads/ Programming & Delivery Working Group Meetings
  - Staff Reports to the Committees and Working Groups

**D. Work Plan (FY 2017-18)**

Task No.	Task Description	Work Products	Start Date	End Date
1	Conduct Partnership Board Meetings	meetings as needed	7/01/17	6/30/18
2	Conduct Partnership Technical Advisory Committee Meetings	4-6 meetings per year	7/01/17	6/30/18
3	Conduct Programming and Delivery Working Group Meetings	Monthly meetings	7/01/17	6/30/18
4	Conduct Transit Finance Working Group Meetings	Monthly meetings	7/01/17	6/30/18
5	Conduct Local Streets and Roads Working Group Meetings	Monthly meetings	7/01/17	6/30/18
6	Conduct Joint Local Streets and Roads/ Programming and Delivery Working Group Meetings	Quarterly meetings	7/01/17	6/30/18

**E. Anticipated Future Activities (FY 2018-19)**

- Anticipated Future Activities**
- Plan Bay Area 2040 adoption
  - One Bay Area Grant implementation
  - Transit Sustainability Project implementation
  - Discussions of future funding opportunities: FAST; Cap and Trade funding; Active Transportation Program
  - Other transportation funding/program development

**F. Budget**

Salaries & Benefits	Indirect Services	Total Expenses	
517,888	255,337	773,225	
FHWA PL (Includes Toll Credit)	FTA 5303 PL(Includes Toll Credit)	General Fund	Total Revenues
200,000	15,000	558,225	773,225

**Work Element 1114: Support Policy Advisory Council**

**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 are considered in developing commission policy, MTC provides staff support to the **Policy Advisory Council**. The Council advises the Commission on transportation policies in the San Francisco Bay Area, incorporating a broad cross-section of perspectives related to the environment, the economy and social equity.
  - The Policy Advisory Council was created by MTC on November 18, 2009 in an effort to synthesize the work formerly done by the Elderly Disabled Advisory Committee, the Minority Citizens Advisory Committee and the MTC Advisory Council. Following a two-year pilot period, advisors now serve a four-year term.

**B. Planning Factors Addressed**

- Planning Factors Addressed**
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
  - Increase the accessibility and mobility of people and for freight;
  - 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**

■	
<b>Accomplishments</b>	<ul style="list-style-type: none"> <li>• The Policy Advisory Council advised the Commission on multiple subjects including Plan Bay Area 2040, the TIP Investment Analysis, the BAIFA Express Lanes Toll Ordinance, OBAG 2, the Vital Signs website, and the 2017 Advocacy Program.</li> <li>• Worked with staff to provide updates to the Council on MTC’s ongoing DBE and Title VI activities.</li> <li>• Worked with staff to ensure the Council’s access to MTC’s high school internship events.</li> <li>• Ongoing advice to MTC staff.</li> </ul>
<b>Work Products</b>	<ul style="list-style-type: none"> <li>▪ Policy Advisory Council Meetings</li> <li>▪ Equity and Access Subcommittee meetings</li> <li>▪ Regional Equity Working Group meetings, as needed</li> <li>▪ Council Reports/Motions to the Commission</li> <li>▪ Annual Meeting with the Commission and the Council</li> </ul>

**D. Work Plan (FY2017-18)**

<b>Ongoing Tasks</b>	<ul style="list-style-type: none"> <li>▪ Staff the Policy Advisory Council</li> <li>▪ Staff the Equity and Access Subcommittee as needed</li> <li>▪ Attend the Regional Equity Working Group, as needed</li> <li>▪ Plan and implement the annual meeting with the Commission and the Council</li> <li>▪ Assist with Council reports/motions to the Commission</li> <li>▪ Plan, implement and complete 2017 recruitment for the next four-year Council term</li> <li>▪ Plan and implement orientation for all new 2017 Council advisors</li> </ul>

**E. Anticipated Future Activities (FY 2018-19)**

<b>Anticipated Future Activities</b>	<ul style="list-style-type: none"> <li>▪ Staff the Policy Advisory Council (and its subcommittees, as needed)</li> <li>▪ Complete orientation for all new 2017 Council advisors</li> <li>▪ Plan and implement the annual meeting with the Commission and the Council</li> <li>▪ Assist with Council reports/motions to the Commission</li> </ul>

**F. Budget**

<b>Salaries &amp; Benefits</b>	<b>Indirect Services</b>	<b>Total Expenses</b>	
<b>79,801</b>	<b>39,344</b>	<b>119,145</b>	
<b>FHWA PL (Includes Toll Credit)</b>	<b>FTA 5303 PL(Includes Toll Credit)</b>	<b>General Fund</b>	<b>Total Revenues</b>
<b>20,000</b>	<b>1,000</b>	<b>98,145</b>	<b>119,145</b>

## **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**
- **Regional Research and Economic Analysis**
- **Regional Goods Movement**
- **Active Transportation Planning**
- **Resilient Transportation System for Safe and Sustainable Communities**
- **Performance Measurement and Monitoring**
- **Lifeline Transportation Planning**
- **Support Title VI and Environmental Justice**
- **Transportation Conformity and Air Quality Planning**
- **Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation 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 (Plan Bay Area 2040) 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 Plan Bay Area 2040 in compliance with the California Environmental Quality Act (CEQA), FAST, Senate Bill (SB) 375 and all other applicable state and federal environmental laws.

#### Description

##### ***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 (ABAG). *Plan Bay Area* 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.

***RTP Modifications & Amendments***

- *Plan Bay Area* superseded the previous RTP (*Transportation 2035*), adopted by MTC in 2009, and fulfilled the requirements of both federal and state (SB 375) metropolitan planning regulations. MTC and ABAG adopted *Plan Bay Area* in summer 2013, and amended the plan in September 2015. MTC will prepare future modifications/amendments if warranted.

***2017 Regional Transportation Plan/Sustainable Communities Strategy***

- In 2017, MTC and ABAG will release the draft 2017 RTP/SCS (Plan Bay Area 2040), the update to the 2013 RTP/SCS (*Plan Bay Area*). Plan Bay Area 2040 will meet the same statutory and planning requirements as *Plan Bay Area* described above. MTC and ABAG expect to adopt Plan Bay Area 2040 in summer 2017.
- In comparison to the 2013 RTP/SCS, Plan Bay Area 2040 includes revised planning assumptions including an increase in the jobs and household forecast, and an increase in the available transportation revenues. 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 a new transportation investment strategy will be identified and integrated with the land use pattern.
- The 2017 update will strive to meet the same GHG emissions reduction targets established by CARB for the 2013 RTP/SCS.



***Environmental Impact Report for the 2017 RTP/SCS***

- The program EIR for Plan Bay Area 2040 will follow a parallel process as the draft 2017 RTP/SCS. The program EIR will analyze the same statutory requirements as the EIR for 2013 RTP/SCS, described above. MTC and ABAG expect to certify the final EIR in summer 2017.

**B. Planning Factors Addressed**

**Planning Factors  
Addressed**

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

**C. Previous Accomplishments**

**Objectives**

- Same as above.

**Accomplishments**

- MTC and ABAG approved the 2013 RTP/SCS in July 2013.

## Work Products

- MTC and ABAG approved an amendment to the 2013 RTP/SCS in September 2015
- Staff continued the development of the 2017 RTP/SCS in FY 2016-17, including:
  - Engaged the Regional Advisory Working Group, the MTC Policy Advisory Council, the Partnership Technical Advisory Committee, the Partnership Board, and the MTC Planning Committee and ABAG Administrative Committee on the development of the Plan.
  - Developed the Draft Preferred Scenario identifying a forecasted land use pattern and supportive transportation investment strategy.
  - Approved Regional Economic and demographic forecast for Plan Bay Area 2040
  - Held public workshops, outreach, and coordination meetings with partner agencies and stakeholders to discuss and gather feedback and revise the Draft Preferred Scenario.
  - Adopted the Final Preferred Scenario in November 2016.
  - Released the draft 2017 RTP/SCS (Plan Bay Area 2040) and programmatic EIR for public review.
  - Attended and presented policies and programs included in the draft 2017 RTP/SCS and programmatic EIR at public workshops and meetings.
- Initiated the program EIR for Plan Bay Area 2040 as described above, including
  - Prepared the EIR Notice of Preparation scoping report and summary of scoping comments.
  - Revised and updated the introduction and settings sections of the program EIR.
  - Approved alternatives to the Final Preferred Scenario that will be included in the comparative analysis of the program EIR.
  - Summarized and tabulated land use development, transportation, air quality and greenhouse-gas emission data for the Final Preferred Scenario and the approved alternatives.

#### D. Work Plan (FY 2017-18)

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"> <li>▪ Administrative Amendment(s)</li> <li>▪ Amendment(s)</li> </ul>	As needed	
2.	Staff will continue to develop, manage, and monitor progress on the overall work plan and schedule for implementing the RTP/SCS		Ongoing	
3.	Staff will continue to engage stakeholders with policies and programs seeking to implement the RTP/SCS.	<ul style="list-style-type: none"> <li>▪ Staff reports</li> <li>▪ Presentation Materials</li> <li>▪ Technical reports</li> <li>▪ Meeting agendas and notes</li> </ul>	Ongoing	
4.	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"> <li>▪ Staff reports</li> <li>▪ Presentation Materials</li> <li>▪ Technical reports</li> <li>▪ Meeting agendas and notes</li> </ul>	As needed	
5.	Staff will engage the Regional Advisory Working Group, the MTC Policy Advisory Council, the Partnership Technical Advisory Committee, the Partnership Board, and the MTC Planning Committee and ABAG Administrative Committee on the development of the Plan.	<ul style="list-style-type: none"> <li>▪ Staff reports</li> <li>▪ Presentation Materials</li> <li>▪ Technical reports</li> <li>▪ Meeting agendas and notes</li> </ul>	7/01/17	9/30/17
6.	Staff will adopt the final 2017 RTP/SCS (Plan Bay Area 2040) and certify the programmatic EIR.	<ul style="list-style-type: none"> <li>▪ Staff reports</li> <li>▪ Presentation materials</li> <li>▪ Technical memos</li> </ul>	7/01/17	9/30/17

- |    |   |   |          |         |
|----|---|---|----------|---------|
| 7. | Staff will research policies and programs and evaluation methodologies for consideration in the 2021 RTP/SCS  | <ul style="list-style-type: none"> <li>▪ Staff reports</li> <li>▪ Presentation Materials</li> <li>▪ Technical reports</li> <li>▪ Meeting agendas and notes</li> </ul> | 10/01/17 | 6/30/18 |
| 8. | Staff will engage the Regional Advisory Working Group, the MTC Policy Advisory Council, the Partnership Technical Advisory Committee, the Partnership Board, and the MTC Planning Committee and ABAG Administrative Committee on scoping and visioning of the 2021 RTP/SCS development. | <ul style="list-style-type: none"> <li>▪ Staff reports</li> <li>▪ Presentation Materials</li> <li>▪ Technical reports</li> <li>▪ Meeting agendas and notes</li> </ul> | 10/01/17 | 6/30/18 |

**E. Anticipated Future Activities (FY 2018-19)**

- Anticipated Future Activities**
- The 2017 RTP/SCS and its associated EIR will be adopted and certified in FY 2017-18. Anticipated work in FY 2018-19 includes monitoring and implementation of the 2017 RTP/SCS.
  - Scoping and visioning of the 2021 RTP/SCS will continue into FY 2018-19, including a work plan for the RTP/SCS development.

**F: Budget**

Salaries & Benefits	Indirect Services	Consultants	Total Expenses		
949,729	468,249	800,000	2,217,978		
FHWA PL (Includes Toll Credit)	FTA 5303 PL(Includes Toll Credit)	STP PL	General Fund	Local Funds	Total Revenues
720,000	69,768	134,000	1,044,210	250,000	2,217,978

## 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; federal, state, and regional equity analyses; regional project performance assessment and federal and state performance monitoring; and, federal, state, and regional scenario analysis.
- Develop, maintain, and implement robust mapping tools and data capable of supporting all manner of agency activities, including communicating with key stakeholders in an efficient, effective, and engaging manner.

#### Description

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

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

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

### C. Previous Accomplishments

- |                        |  |
|------------------------|--|
| <b>Objectives</b>      | <ul style="list-style-type: none"> <li>▪ Same as above</li> </ul>  |
| <b>Accomplishments</b> | <ul style="list-style-type: none"> <li>▪ Successfully applied a state-of-the-practice activity-based travel model and state-of-the-art land use model to planning applications.</li> <li>▪ 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;</li> <li>▪ We used our state-of-the-art land use model in support of all aspects of our 2017 Regional Transportation Plan and Sustainable Communities Strategy;</li> <li>▪ Successfully collected consistent on-board survey data from more than fifteen regional transit operators;</li> <li>▪ Creating, in cooperation with peer MPOs, more efficient activity-based travel model software (ActivitySim);</li> <li>▪ Creating, in cooperation with peer MPOs, dynamic transit assignment software (Fast-Trips);</li> <li>▪ Developed a set of options for moving forward with an improved freight model development program;</li> <li>▪ Procured consultant support to develop a dynamic traffic assignment model development program;</li> <li>▪ Entered into a memorandum of understanding with peer MPOs to cooperatively collect household travel survey information;</li> <li>▪ Created an on-line searchable GIS data can be found in our data portal (<a href="http://opendata.mtc.ca.gov/">http://opendata.mtc.ca.gov/</a>);</li> <li>▪ Supported MTC's Vital Signs effort with an on-line data portal (<a href="https://open-data-demo.mtc.ca.gov/">https://open-data-demo.mtc.ca.gov/</a>).</li> <li>▪ Creating or are developing the following web-based tools: regional transportation plan project database, parking data inventory tool, a bicycle trip planner, a traffic count database, and an asset management tool.</li> <li>▪ Successfully integrated a spatial economic model with the travel model to predict land development patterns (including the impact of transportation on land development outcomes).</li> </ul> |

- Work Products**
- Plan Bay Area 2040 Technical Documentation and Maps
  - Model Development Documentation
  - On-board Transit Survey Documentation
  - Freight Model Program Design Documentation
  - ActivitySim software and documentation
  - Fast-Trips software and documentation
  - Data Portal

**D. Work Plan (FY 2017-18)**

<b>Task No.</b>	<b>Task Description</b>	<b>Work Product</b>	<b>Start Date</b>	<b>End Date</b>
1.	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	▪ Technical memos, reports, and presentations	7/01/17	6/30/18
2.	Staff will continue to make small refinements to the representation of transport supply within the travel model	▪ Technical memos, reports, and presentations	7/01/17	6/30/18
3.	Staff will update the representation of demand in the travel model to leverage the new representation of supply	▪ Technical memos, reports, and presentations	7/01/17	6/30/18
4.	Staff will continue working on a federally-funded project to research better methods to assess the impact of transit ridership on transit service	▪ Technical memos, reports, and presentations	7/01/17	6/30/18
5.	Staff will continue to improve our land use model, aimed at better supporting transportation and land use coordination efforts	▪ Technical memos, reports, and presentations	7/01/17	6/30/17
6.	Staff will support agency planning activities with technical analysis, visual data summaries, and web based tools to facilitate collaboration, information collection and dissemination.	▪ Maps, technical memos, reports, interactive mapping applications and presentations	7/01/17	6/30/18
7.	Staff will manage, maintain, and efficiently share all geo-spatial data associated with the Transportation Improvement Plan and the RTP/SCS.	▪ Maps, technical memos, reports, interactive mapping applications and presentations	7/01/17	6/30/18
8.	Staff will manage and maintain GIS base map databases used by Bay Area Transportation Agencies	▪ Data, on-line tools	7/01/17	6/30/18

### E. Anticipated Future Activities (FY 2018-19)

- Anticipated Future Activities
- The development versions of the travel model and the land use model will become operational in FY 2017-18. In FY 2018-19, Staff will begin on the next round of development efforts, including integrating the federally-funded research on transit behavior as well as shifting to the ActivitySim platform.
  - Develop a regional database of housing permits at the city and county-level.
  - We expect to pursue improved freight modeling procedures and traffic assignment procedures as follow-up to our program design efforts.
  - 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.
  - The coordinated transit survey effort has matured. As such, Staff will now transition to making the effort sustainable and supported by all transit properties in the Bay Area.

### F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Consultant	Total Expenses			
2,031,739	1,001,717	45,000	4,786,732	7,865,188			
FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	FHWA PL Est. C/O	FTA 5303 PL Est. C/O	STP PL	General Fund	Local Funds	Total Revenues
2,435,000	1,150,000	75,000	2,276,482	600,000	893,456	435,250	7,865,188



## **Work Element 1123: Regional Research and Economic Analysis**

### **A. Project Description**

#### **Objectives**

- 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 regional agencies, local governments, congestion management agencies and the private sector
- Work with member governments and adjoining regions to improve databases and model assumptions.
- 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

### **B. 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;

### C. 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 Area2040
- Affordable Housing Gap Analysis
- Housing the Workforce, Economic Development, and Conservation and Open Space policy background papers
- Fair Housing and Equity Assessment

### D. Work Plan (FY 2017-18)

Task No.	Task Description	Work Products	Start Date	End Date
1	Work with consultant to refine regional Demographic Model, Economic Model and Housing Model	<ul style="list-style-type: none"> <li>▪ Technical memos and reports</li> <li>▪ Data products</li> </ul>	7/01/17	6/30/18
2	Prepare and publish regional forecast of jobs, population and housing	<ul style="list-style-type: none"> <li>▪ Technical memos and reports</li> <li>▪ Data products</li> </ul>	7/01/17	6/30/18
3	Conduct economic analysis that supports PDA growth and implementation strategy	<ul style="list-style-type: none"> <li>▪ Technical memos and reports</li> <li>▪ Data Products</li> </ul>	7/01/17	6/30/18
4	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)	<ul style="list-style-type: none"> <li>▪ Regular meetings</li> <li>▪ Coordination tools</li> <li>▪ Technical memos and reports</li> <li>▪ Data Products</li> </ul>	7/01/17	6/30/18

**E. Anticipated Future Activities (FY 2018-19)**

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

- 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. Continue to integrate local policy and zoning into the regional land use model (UrbanSim) to allow us to better understand development trends areas across neighborhoods and to assess the feasibility of local zoning including PDA plans.

Efforts will continue to improve information on the existing housing development, costs of construction, and commercial and residential rents in the region. Staff will work with local agency staff to develop a tracking system for identifying development prospects, plans and new residential and large nonresidential projects.

**F. Budget**

<b>Salaries &amp; Benefits</b>	<b>Indirect Services</b>	<b>Total Expenses</b>
<b>919,435</b>	<b>453,281</b>	<b>1,372,716</b>
<b>FHWA PL (Includes Toll Credit)</b>	<b>FTA 5303 PL (Includes Toll Credit)</b>	<b>Total Revenues</b>
<b>1,115,586</b>	<b>257,130</b>	<b>1,372,716</b>

## Work Element 1124: Regional Goods Movement

### A. Project Description

<b>Objectives</b>	<ul style="list-style-type: none"> <li>▪ Continue to participate in statewide goods movement planning efforts and funding initiatives.</li> <li>▪ 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 D)</li> <li>▪ Coordinate with regional partners, including CMAs, Ports (both Maritime and Aviation), Bay Area Air Quality Management District (BAAQMD), and local jurisdictions on prioritizing funding commitments for critical freight infrastructure and emissions reductions strategies.</li> <li>▪ Update Regional Seaport Plan as needed in partnership with Bay Area Conservation and Development Commission (BCDC) and the Seaport Planning Advisory Committee.</li> <li>▪ Convene Regional Airport Planning Committee as needed</li> </ul>
<b>Description</b>	<p><b>Continue to monitor/support statewide goods movement planning efforts and funding initiatives.</b></p> <ul style="list-style-type: none"> <li>• MTC will continue to participate in the California Freight Advisory Committee (CFAC), which continues to meet quarterly to guide development of the California Freight Mobility Plan (CFMP).</li> <li>• Additionally, MTC will continue to participate in the California Sustainable Freight Action Plan as needed.</li> <li>• Participate in statewide planning efforts related to federal freight formula funding, including the prioritization of Critical Urban and Rural Corridors and the Freight Investment Plan.</li> <li>• MTC will continue to monitor and advocate for new funding proposals for goods movement, including new revenue sources to support the California Freight Investment Program (CFIP) and others like them.</li> <li>• MTC’s adopted Cap and Trade framework advocates for Goods Movement funding out of the unallocated 40% of funds- MTC will continue to monitor Cap and Trade legislation.</li> </ul> <p><b>Improving Goods Movement Efficiency and Competitiveness in Northern California Mega-region Study</b> (also included under Appendix D)</p> <ul style="list-style-type: none"> <li>• MTC is leading the Study in coordination with San Joaquin Council of Government, Sacramento Area Council of Governments, Association of Monterey Bay Governments (AMBAG), and Caltrans</li> <li>• 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</li> <li>• The Study will identify strategies to support 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</li> </ul>

	<p>and quality of life in local communities, and ensuring quality jobs for working families.</p> <p><b>Coordinate with regional partners, including CMAs, Ports (both Maritime and Aviation), Bay Area Air Quality Management District BAAQMD, and local jurisdictions on prioritizing funding commitments for critical freight infrastructure and emissions reductions strategies.</b></p> <ul style="list-style-type: none"> <li>• Coordinate with Caltrans and regional partners on prioritizing project endorsements under the federal FASTLANE program.</li> <li>• Coordinate with BAAQMD on implementation of the Freight Emissions Reduction Action Plan.</li> <li>• Coordinate with regional partners on other planning and funding priorities related to goods movement.</li> </ul> <p><b>Regional Airport Planning</b></p> <ul style="list-style-type: none"> <li>• Convene Regional Airport Planning Committee (RAPC), as needed</li> <li>• Consider potential impacts related to passenger and freight volumes at three major airports.</li> </ul> <p><b>Regional Seaport Planning</b></p> <ul style="list-style-type: none"> <li>• Seaport planning activities include amending the San Francisco Bay Area <i>Seaport Plan</i> as necessary, including supporting Bay Conservation and Development Commission (BCDC) in monitoring of waterborne cargo forecasts and evaluating port ground access improvements.</li> <li>• 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).</li> </ul>
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**B. Planning Factors Addressed**

**Planning Factors Addressed**

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

### C. Previous Accomplishments

<b>Objectives</b>	<ul style="list-style-type: none"> <li>▪ Same as above</li> </ul>
<b>Accomplishments</b>	<ul style="list-style-type: none"> <li>▪ Regional Goods Movement Plan adoption (February 2016)</li> <li>▪ Freight Emission Reduction Plan (Fall 2017)</li> <li>▪ Regional Airport System Planning Analysis Update 2011 (September 2011)</li> <li>▪ San Francisco Bay Area Seaport Plan (Amended through December 2011)</li> <li>▪ Improving Goods Movement Efficiency and Competitiveness in Northern California Mega-region Study- Scope, Stakeholder Engagement Plan, Cluster Analysis</li> </ul>
<b>Work Products</b>	<ul style="list-style-type: none"> <li>▪ Same as above</li> </ul>

### D. Work Plan (FY 2017-18)

<b>Task No.</b>	<b>Task Description</b>	<b>Work Products</b>	<b>Start Date</b>	<b>End Date</b>
1	Participate in state goods movement meetings	<ul style="list-style-type: none"> <li>▪ Meeting notes</li> </ul>	Ongoing	
2	Monitor and advocate for new state funding proposals	<ul style="list-style-type: none"> <li>▪ Staff reports</li> </ul>	As needed	
3	Regional Seaport Planning	<ul style="list-style-type: none"> <li>▪ Plan Amendments</li> </ul>	As needed	
4	Regional Airport Planning- convene Regional Airport Planning Committee	<ul style="list-style-type: none"> <li>▪ Meeting notes</li> <li>▪ Presentations</li> </ul>	Ongoing	
5	Improving Goods Movement Efficiency and Competitiveness in Northern California Mega-region Study	<ul style="list-style-type: none"> <li>▪ Transportation and Land Use Focus Areas/Constraints- tech memo</li> <li>▪ Transportation opportunities analysis- tech memo</li> <li>▪ Transportation investment strategy- tech memo</li> <li>▪ Occupational analysis- tech memo</li> <li>▪ Workforce opportunities analysis- tech memo</li> <li>▪ Final report</li> </ul>	July 2017  July 2017  July 2017  July 2017  July 2017  January 2018	September 2017  November 2017  February 2018  December 2017 March 2018  May 2018

**E. Anticipated Future Activities (FY 2018-19)**

<p><b>Anticipated Future Activities</b></p>	<ul style="list-style-type: none"> <li>▪ Implementation of Regional Goods Movement Plan.</li> <li>▪ Continue to coordinate with regional partners around zero and near-zero freight priorities.</li> <li>▪ Continue to advance the Mega-Region study, including identifying key constraints, strategies for each focus area, and developing implementation plans and funding strategies</li> </ul>
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**F. Budget**

<p><b>Salaries &amp; Benefits</b></p>	<p><b>Indirect Services</b></p>	<p><b>Consultant</b></p>	<p><b>Total Expenses</b></p>
<p><b>98,575</b></p>	<p><b>48,601</b></p>	<p><b>280,773</b></p>	<p><b>427,949</b></p>
<p><b>Estimated SP&amp;R c/o</b></p>	<p><b>General Fund</b></p>	<p><b>Total Revenues</b></p>	
<p><b>280,773</b></p>	<p><b>147,176</b></p>	<p><b>427,949</b></p>	

## 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.
- Help to achieve Plan Bay Area goals related to CO<sub>2</sub> reduction, active transportation, safety, mobility.
- Implement and oversee a regionally connected bike share transportation system in the Bay Area.
- Provide active transportation policy for programming regional discretionary funding for the One Bay Area Grant Program (OBAG).
- Provide technical and policy direction for the state Active Transportation Program (ATP).
- Collect and analyze performance measure data for levels of active transportation (bicycle and pedestrian counts).

#### Description

- MTC's Routine Accommodations Policy (MTC Resolution No. 3765) calls for local agencies to plan for all roadway users' needs in planning and project development. The Complete Streets Checklist is required to be completed by agencies receiving regional discretionary funding for project that affect the travel way.
- MPOs develop a Sustainable Communities Strategy to house the region's population and reach per capita greenhouse gas emissions reduction (GHG) targets per Senate Bill 375. Bicycling and walking are components to achieving these targets.

### B. Planning Factors Addressed

#### Planning Factors Addressed

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



### 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. Staff works with CMAs and cities to ensure completion of the checklist and adherence to MTC policy.
  - Administered and programmed more than \$60 million for 30 projects in the first cycle of 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.
  - Secured agreements with an operator and five cities to expand the pilot bike share program into a privately owned, financed, and operated system totaling 7,000 bikes across Berkeley, Emeryville, Oakland, San Francisco, and San Jose.
  - Private funding and Ford sponsorship for Bikeshare secured in 2016.

### D. Work Plan (FY 2017-18)

Task No.	Task Description	Work Products	Start Date	End Date
1	Staff the Active Transportation Working Group	<ul style="list-style-type: none"> <li>▪ Staff reports</li> <li>▪ Presentation materials</li> <li>▪ Meeting agendas and notes</li> </ul>	7/01/17	6/30/18
2	Evaluate, manage and monitor the implementation of the Complete Streets Policy	<ul style="list-style-type: none"> <li>▪ Technical memos and reports</li> <li>▪ Staff reports</li> <li>▪ Resources and/or trainings for cities and counties</li> </ul>	7/01/17	6/30/18
3	One Bay Area Grant Monitoring and Policy Development	<ul style="list-style-type: none"> <li>▪ Coordination with CMAs to revise Complete Streets checklist and advise on local policies.</li> <li>▪ Staff reports</li> <li>▪ Presentation materials</li> <li>▪ External recommendations to state agencies on project proposals.</li> </ul>	7/01/17	6/30/18

4.	Bay Area Bike Share Expansion	<ul style="list-style-type: none"> <li>▪ Staff reports</li> <li>▪ Monthly KPI performance reviews</li> <li>▪ Meeting agendas and notes for Steering Committee</li> </ul>	7/01/17	6/30/18
		<ul style="list-style-type: none"> <li>▪ Call for Projects for emerging cities</li> <li>▪ Equity outreach program launch spring 2017</li> <li>▪ Launch of new system agreed to for summer 2017 with service through 2025</li> </ul>	7/01/17	12/31/18
5.	Regional Bicycle & Pedestrian Counts Program	<ul style="list-style-type: none"> <li>▪ Strategic plan for regional program implementation</li> </ul>	7/01/17	12/31/18
6.	Active Transportation Program (ATP)	<ul style="list-style-type: none"> <li>▪ Score state &amp; regional applications</li> </ul>	7/01/17	12/31/18

**E. Anticipated Future Activities (FY 2018-19)**

**Anticipated Future Activities**

- Continued support for Complete Streets – updated checklist process and workshops for local jurisdictions
- Continued support for regional bicycle and pedestrian counts – implement recommendations per consultant study
- Continued monitoring and implementation of regional Bikeshare program – privately-funded program, emerging cities, and equity outreach.

**F. Budget**

<b>Salaries &amp; Benefits</b>	<b>Indirect Services</b>	<b>Consultant</b>	<b>Total Expenses</b>
<b>270,024</b>	<b>133,131</b>	<b>200,000</b>	<b>603,155</b>
<b>FHWA PL (Includes Toll Credit)</b>	<b>FTA 5303 PL (Includes Toll Credit)</b>	<b>General Fund</b>	<b>Total Revenues</b>
<b>100,000</b>	<b>23,000</b>	<b>480,155</b>	<b>603,155</b>

## **Work Element 1126: A Resilient Transportation System for Safe and Sustainable Communities**

### **A. Project Description**

#### **Objectives**

- Conduct a robust, region-wide assessment of the transportation system, Priority Development Areas (PDAs) and disadvantaged and vulnerable communities as identified in the State of California’s CalEnviroScreen tool ([www.Dehha.Ca.Gov/Calenviroscreen/report/calenviroscreen-30](http://www.Dehha.Ca.Gov/Calenviroscreen/report/calenviroscreen-30)) and MTC’s Communities of Concern.
- Develop a suite of actions to be advanced at agency, local, regional, state and federal scales, including early and priority actions for transportation assets and services.
- Engage partners and stakeholders in an inclusive process where different ideas, values, and knowledge sets are leveraged to ensure that findings and outcomes are being addressed at appropriate scales, with a focus on robust representation and engagement of representatives of vulnerable and disadvantaged communities.
- Increase regional agreement on the tools, processes, models and data used in adaptation planning to build capacity among federal, state and local agencies, organizations to work together towards multi-benefit, shared solutions that are based in robust, inclusive assessments that can support the decision making necessary to take action.

#### **Description**

The 9-county Bay Area is made up of a range of diverse communities, economic centers, transportation and other major infrastructure located along the shoreline and that are highly vulnerable to current fluvial and coastal flooding and the threat of increased flooding due to sea level rise.

Through an inclusive approach involving key agencies and critical community stakeholders, this project will deliver a regional vulnerability assessment of, and adaptation strategies for, the Bay Area’s transportation infrastructure, Priority Development Areas (PDA’s) as identified in the Sustainable Communities Strategy (Plan Bay Area), and Communities of Concern as defined by the Metropolitan Transportation Commission.

#### **Background**

Some of the highest density development in the 9-County Bay Area is located on the shoreline, much of it on land fill. Many of these areas depend on ad-hoc shoreline protection that includes roadways and rail lines that are currently protecting communities and businesses. Without proactive intervention, a significant number of Caltrans assets, among other assets, in the Bay Area will be flooded by current and future conditions. In fact, the entire Bay Area transportation system is at risk, including local streets and roads, the airports, rail lines, ferry and transit services. Some of this infrastructure already experiences flooding during the winter months.

Multi-sector assessments, as have been conducted by the San Francisco Bay Conservation and Development Commission (BCDC) in partnership with the Metropolitan Transportation Commission (MTC) along with other critical stakeholders, are needed to understand the interconnected nature of our communities, our infrastructure and the relationship to the Bay shoreline. BCDC's Adapting to Rising Tides Program (ART) has developed a proven approach that will serve to advance a shared regional understanding of transportation and community vulnerability to flooding and sea level rise while identifying specific priority adaptation responses to protect transportation assets and the communities in which they serve. This information will be integrated into the Bay Area's Sustainable Communities Strategy, called Plan Bay Area, and in other appropriate regional planning documents.

A regional framework can support the development and demonstrate the interconnectedness of a foundational body of research, data and tools that can be used broadly across the region, and that ensures stakeholders are working from the same set of quality and verifiable data and accessing appropriate technical resources to arrive at a specific set of options and approaches to improve resiliency.

Additionally, this effort will serve to increase capacity within agencies and jurisdictions, and among community stakeholders, to incorporate adaptation strategies appropriately into work, as well as serve to strengthen relationships and increase consensus on actions. An important component of this work is a process by which partners from community-based and nonprofit organizations and residents of disadvantaged and vulnerable communities can help establish values and approaches that put the people and communities at the frontlines of climate impacts first.

## **B. Planning Factors Addressed**

- Reduce or mitigate storm water impacts of surface transportation;
- Improve the resiliency and reliability of the transportation system;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Emphasize the preservation of the existing transportation system;

## **C. Previous Accomplishments**

**Objectives**                      ■ Same as above

**Accomplishments**    Completed Work Products:

- Adapting to Rising Tides (ART) Alameda County project, 12 asset categories assessed and adaptation responses developed.

- Federal Highways Administration (FHWA) joint-agency (BCDC, MTC, Caltrans, BART) projects assessing sea level rise and extreme storm vulnerabilities of transportation infrastructure including streets, roads, interstates, bike/pedestrian trails, BART, and Capitol Corridor, and the development of strategies to address identified vulnerabilities.
- ART Hayward Resilience Study of the southern Hayward shoreline including the Hayward approach to SR92.
- ART Oakland/Alameda Resilience Study of the Oakland Coliseum area and the Oakland International Airport.
- ART Contra Costa County project, 30 asset categories assessed and adaptation responses developed.
- Capitol Corridor JPA intercity passenger rail “hot spots” vulnerability assessment.
- BART FTA-funded sea level rise assessment.
- Stronger Housing, Safer Communities joint BCDC-ABAG analysis and development of strategies to reduce the risk of current and future housing and communities to earthquakes and flood hazards.
- San Mateo County vulnerability assessment (SeaChange San Mateo)
- Marin coast-side vulnerability assessment (C-SMART) and bayside assessment (BayWave, to be completed Fall 2016)
- ART regional sea level rise and shoreline analysis and mapping products (all nine counties by early 2017)

**Work Products**

**D. Work Plan (FY 2017-18)**

<b>Task No.</b>	<b>Task Description</b>	<b>Work Products</b>	<b>Start Date</b>	<b>End Date</b>
1	Project Initiation and Administration	<ul style="list-style-type: none"> <li>• Kick off meeting</li> <li>• Project Charter</li> <li>• Consultant Selection Process</li> <li>• Refined Work Scope, Schedule and Budget</li> </ul>	March 2017	April 2017
2	Working Group and Public Engagement	<ul style="list-style-type: none"> <li>• Regional Working Group (RWG) Formed</li> <li>• Public Engagement Plan Established</li> <li>• RWG Meetings (12 or more)</li> <li>• Public Engagement Meetings (7 or more)</li> </ul>	March 2017	April 2019

3	Conduct Regional Assessment of Transportation and Community Assets	<ul style="list-style-type: none"> <li>• Transportation and Community Assets list</li> <li>• Climate impacts and scenarios</li> <li>• Maps of regional vulnerabilities</li> <li>• Assessment Questions and Preliminary Vulnerability Assessment</li> <li>• Data and Information Gaps</li> <li>• Finalized Assessment Findings</li> <li>• Vulnerability and Consequences Statements</li> </ul>	April 2017	June 2019
4	Regional Assessment Framework	<ul style="list-style-type: none"> <li>• Preliminary Transportation and Community Asset Indicators</li> <li>• Final Indicators</li> <li>• Draft Regional Assessment Framework</li> <li>• Final Regional Assessment Framework</li> </ul>	Aug 2017	November 2018
5	Develop Strategies	<ul style="list-style-type: none"> <li>• Preliminary Actions</li> <li>• Evaluation Criteria</li> <li>• Preliminary List of Priority Actions</li> </ul>	Aug 2018	April 2019
6	Confirm and Implement Adaptation Actions	<ul style="list-style-type: none"> <li>• -Implementation Recommendations</li> <li>• List of Potential Sources of Funding</li> <li>• Strategies for Incorporation in the Sustainable Communities Strategy</li> <li>• Final Report</li> </ul>	Aug 2018	June 2019
7	Quarterly Progress Reports and Invoicing	<ul style="list-style-type: none"> <li>• Quarterly reporting to Caltrans</li> <li>• Regular invoicing</li> </ul>	Sept 2017	June 2019

**E. Anticipated Future Activities (FY 2018-2019)**

- Anticipated Future Activities**
- Inclusion of findings in Plan Bay Area 2021 scenario development
  - Completion of multi-sector, county-scale sea level rise vulnerability assessments for all nine counties using a consistent approach such as Adapting to Rising Tides
  - Development of a Regional Adaptation Plan
  - Prioritized list of vulnerable Caltrans District 4 assets and actions to reduce those risks

**F. Budget**

<b>Salaries &amp; Benefits</b>	<b>Indirect Services</b>	<b>Consultant</b>	<b>Total Expenses</b>
<b>34,166</b>	<b>16,845</b>	<b>1,148,978</b>	<b>1,199,989</b>
<b>FTA/JARC</b>	<b>FTA 5304 C/O</b>	<b>Local Funds</b>	<b>Total Revenues</b>
<b>89,617</b>	<b>710,383</b>	<b>399,989</b>	<b>1,199,989</b>

## Work Element 1212: Performance Measurement and Monitoring

### A. Project Description

#### Objectives

- Work with Bay Area partners and other stakeholders to identify performance measures related to transportation, land use, and related issue areas for use in long-range planning and performance monitoring 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 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP)
- Deploy national performance measures per the requirements of FAST
- Track regional performance towards identified RTP/SCS targets through performance monitoring data portals and reports
- Prepare the regional Congestion Management Process (CMP)

#### Description

- Performance measurement and monitoring is a central component of both MAP-21 and FAST. While MTC has been involved in performance-based planning and programming over the past decade, new federal requirements initiated under MAP-21 and continuing under the FAST Act 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, including transportation, land and people, the economy, the environment, and social equity.

### B. Planning Factors Addressed

#### Planning Factors Addressed

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

This work element addresses all three of the FY 2018 Planning Emphasis Areas: Core Planning Functions, Performance Management and State of Good Repair.



### 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 Vital Signs, State of the System and the Congestion Management Process since the mid-1990s
- Work Products**
  - Performance Monitoring Reports (State of the System through 2009; Vital Signs from 2014 onwards)
  - Project-Level and Scenario-Level Performance Assessment (most recently for Plan Bay Area 2040 in 2016)
  - RTP/SCS Performance Assessment Report (most recently for Plan Bay Area in 2013; Plan Bay Area 2040 update underway with release expected in 2017)
  - TIP Performance Assessment Report (beginning in 2018 to comply with new federal performance requirements)
  - STIP Performance Assessment (since 2002)
  - Bay Area Congestion Management Process (since 1995)

### D. Work Plan (FY 2017-18)

Task No.	Task Description	Work Products	Start Date	End Date
1	Evaluate RTP/SCS EIR alternatives against adopted performance targets	<ul style="list-style-type: none"> <li>▪ Performance Assessment Report</li> </ul>	7/1/17	9/30/17
2	Update performance monitoring data for Vital Signs interactive web portal, including addition of federal targets required under MAP-21/FAST and new indicators for social equity	<ul style="list-style-type: none"> <li>▪ Updated Vital Signs performance monitoring website for public</li> </ul>	7/1/17	9/30/17
3	Develop performance targets and implement MAP-21/FAST federal performance requirements, including for safety and transit state of good repair	<ul style="list-style-type: none"> <li>▪ Analytical reports on target-setting</li> <li>▪ Performance target submittals to Caltrans</li> </ul>	7/1/17	2/28/18
4	Analyze performance of TIP towards achievement of required performance measures	<ul style="list-style-type: none"> <li>▪ TIP Performance Report</li> </ul>	9/1/17	9/30/18

### E. Anticipated Future Activities (FY 2018-19)

- Major updates to Vital Signs performance monitoring portal to incorporate remaining MAP-21/FAST targets, as well as to sync Vital Signs more closely with the next RTP/SCS (to be adopted in 2021).
- Preliminary development of goals, measures, targets, and indicators for next RTP/SCS.
- Ongoing research of new performance methodologies for use in future RTP/SCS and TIP cycles.

**F. Budget**

<b>Salaries &amp; Benefits</b>	<b>Indirect Services</b>	<b>Consultant</b>	<b>Total Expenses</b>	
<b>271,196</b>	<b>133,709</b>	<b>300,000</b>	<b>704,905</b>	
<b>FHWA PL (Includes Toll Credit)</b>	<b>FTA 5303 PL (Includes Toll Credit)</b>	<b>General Fund</b>	<b>Local Funds</b>	<b>Total Revenues</b>
<b>130,000</b>	<b>10,000</b>	<b>414,905</b>	<b>150,000</b>	<b>704,905</b>

## **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 conduct community-based transportation plan activities in COCs, and to advise and participate in updates that were funded in the Fourth Cycle of Lifeline Transportation Program funding. In addition, these activities inform and support the goals and strategies identified in the FAST Act 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. Staff began updating the Coordinated Public Transit—Human Services Transportation Plan 2016 and a new plan will be adopted in 2017 along with the adoption of Plan Bay Area 2040.

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**
- Increase accessibility and mobility of people and for freight.

### **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)
  - Roadmap Study (2016)
- Work Products**
- For a complete listing of completed Community-Based Transportation Plans, see MTC’s Website under Planning at: <http://mtc.ca.gov/our-work/plans-projects/other-plans/community-based-transportation-plans>
  - 2017 Coordinated Public Transit—Human Services Transportation Plan Update
  - Consultant Contract for Regional Means-Based Transit Fare Pricing Study

**D. Work Plan (FY 2017-18)**

Task No.	Task Description	Work Products	Start Date	End Date
1	Community Based Transportation Plans (local jurisdictions)	Finish remaining community-based transportation plans; oversee updates of older plans as implemented by CMAs; initiate new round of funding for CBTPs	January 2017	June 2018
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; implementation activities consist with the 2017 Coordinated Plan; and potentially new mobility management focused projects.	January 2017	June 2018
3	Regional Means-Based Transit Fare Pricing Study implementation	Potential implementation of study findings	Spring 2017	June 2018

**E. Anticipated Future Activities (FY 2018-19)**

- 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 FAST and other funding sources as appropriate
  - Continued updating and completion of CBTPs for communities identified as Communities of Concern
  - Continued implementation the recommendations, if any, from the Regional Means-Based Transit Fare Pricing Study
  - Potential new funding program for county-based mobility management

**E. BUDGET**

<b>Salaries &amp; Benefits</b>	<b>Indirect Services</b>	<b>Consultant</b>	<b>Total Expenses</b>	
<b>475,745</b>	<b>234,559</b>	<b>1,222,529</b>	<b>1,932,833</b>	
<b>FHWA PL (Includes Toll Credit)</b>	<b>FTA/JARC</b>	<b>General Fund</b>	<b>Local Funds</b>	<b>Total Revenues</b>
<b>100,000</b>	<b>350,000</b>	<b>610,304</b>	<b>872,529</b>	<b>1,932,833</b>

## 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, or national origin, as provided in Title VI of the Civil Rights Act and 49 Code of Federal Regulations Part 21. Furthermore, MTC is committed to assisting DOT in fulfilling its efforts to achieve Environmental Justice as outlined in Executive Order 12898, DOT Order 5610.2(a) and related FTA/FHWA guidance.

### 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. 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 accessed by a link available at: <http://www.mtc.ca.gov/about-mtc/public-participation/get-language-assistance>.

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. MTC's current PPP was adopted in February 2015. This document informs interested residents on how to engage in the range of MTC's planning work and funding allocations, and includes a framework for public outreach and involvement for the update to [Plan Bay Area](#) — the region's long-range transportation and land use blueprint. Specific information about the 2017 Plan Bay Area update is included as Appendix A to the 2015 Public Participation Plan.

The Final 2015 PPP can be viewed at: <http://www.mtc.ca.gov/about-mtc/public-participation/public-participation-planplan>

Outreach related to the 2013 Regional Transportation Plan/Sustainable Communities Strategy (Plan Bay Area):

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
- Engaged with advisory committees such as including the Policy Advisory Council and the Regional Equity Working Group (see below).

Outreach related to Plan Bay Area 2040 (2017 Regional Transportation Plan/Sustainable Communities Strategy):

Public engagement and outreach for Plan Bay Area 2040, slated for adoption in 2017, is ongoing, and detailed in the above-referenced Public Participation Plan. To date we have:

- Conducted public workshops in all nine Bay Area counties
- Partnered with community-based organizations based on a competitive bid process to assist MTC in involving low-income communities and communities of color.
- Engaged with advisory groups such as MTC’s Policy Advisory Council and the Regional Equity working Group.

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)
- Revised Program Management Plan (December 2010)
- 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)
- Final 2015 Public Participation Plan (February 2015)

**D. Work Plan (FY 2017-18)**

<b>Task No.</b>	<b>Task Description</b>	<b>Work Products</b>	<b>Start Date</b>	<b>End Date</b>
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"> <li>▪ Meeting agendas and notes</li> <li>▪ Presentation Materials</li> <li>▪ Staff reports</li> </ul>	7/01/17	6/30/18
2	Continue to prepare all necessary Title VI/EJ/ reports and analyses, including MTC’s Triennial Title VI report required under FTA Circular 4702.1B, which was last submitted in August 2014	<ul style="list-style-type: none"> <li>▪ Title VI Triennial Report</li> </ul>	7/01/17	6/30/18
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"> <li>▪ Staff reports to Commission</li> <li>▪ Presentation Materials to Regional Advisory Working Group</li> <li>▪ Technical reports and draft/final Plan Bay Area 2040 Equity Report</li> <li>▪ Meeting agendas and notes</li> </ul>	7/01/17	7/31/17
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"> <li>▪ Staff reports</li> <li>▪ Presentation Materials to Policy Advisory Council</li> <li>▪ Technical reports</li> <li>▪ Meeting agendas and notes</li> </ul>	7/01/17	6/30/18

**E. Anticipated Future Activities (FY 2018-19)**

**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.



**F: Budget**

<b>Salaries &amp; Benefits</b>	<b>Indirect Services</b>	<b>Total Expenses</b>
<b>22,675</b>	<b>11,180</b>	<b>33,855</b>
<b>General Fund</b>	<b>Total Revenues</b>	
<b>33,855</b>	<b>33,855</b>	

## Work Element 1412: Transportation Conformity & Air Quality Planning

### A. Project Description

#### Objectives

- Integrate regional air quality and transportation planning to meet national ambient air quality standards and achieve the resulting public health benefits.
- Demonstrate that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) prepared by MTC conform to the purpose of the State Implementation Plan (SIP) through a transportation conformity process required by the Clean Air Act Section 176(c) (42 U.S.C. 7506(c)).
- Provide coordination among federal, state and local agencies for air quality planning purposes. The Air Quality Conformity Task Force provides this interagency consultation and meets monthly to discuss transportation conformity issues.
- As needed, conduct air quality planning and policy analysis in response to federal and state air quality regulations.

#### Description

- The transportation conformity process is intended to ensure that a federal nonattainment (or maintenance) area will keep transportation-related emissions within the bounds needed to bring the state into compliance with (or maintain) the national ambient air quality standards and to advance the public health goals of the Clean Air Act. MTC is the agency responsible to conduct the conformity process in the San Francisco Bay Area nonattainment area and is required to forecast regional and (for certain pollutants) localized emissions from transportation. These projections, in turn, are used to determine whether expected future pollution levels jeopardize the timely achievement of the federal standards. While the MTC is responsible for ensuring a conformity determination is made, the conformity process depends on Federal, State, and local transportation and air quality agencies working together to meet the transportation conformity requirements.
- Transportation conformity is also intended to create a procedural framework and an organizational set-up so that the responsible public agencies for transportation and air quality policies will analyze transportation-related pollution. MTC is required to conduct computer simulations of transportation demand, forecast the resultant emissions of controlled pollutants, and then compare the projected pollution to the permissible levels in the state implementation plan. In addition, the conformity regulations require MTC to conduct interagency collaboration both to frame these analyses and seek solutions to any problems revealed.
- MTC's Resolution No. 3757 outlines procedures to be undertaken by MTC, U.S. Environmental Protection Agency (EPA), California Department of Transportation (Caltrans), FHWA, FTA, State and local air agencies before making transportation conformity determinations on the RTP and TIP. Interagency consultation on transportation conformity and related air quality planning is facilitated through MTC's Air Quality Conformity Task Force.
- MTC's Resolution No. 3946 outlines procedures to be undertaken by MTC, EPA, Caltrans, FHWA, FTA, and State and local air agencies regarding interagency consultation procedures for PM<sub>2.5</sub> hot-spot analysis for the Bay Area. Interagency consultation on project-level PM<sub>2.5</sub> conformity is also

facilitated through MTC's Air Quality Conformity Task Force. Because the Bay Area is designated as a PM<sub>2.5</sub> non-attainment area, Bay Area project sponsors are required to undergo project level conformity determinations for PM<sub>2.5</sub> if their project meets certain criteria for projects of air quality concern.

- MTC performs air quality and planning analysis on a wide range of State and local air quality regulations and policies.
- MTC coordinates with the California Air Resources Board (CARB) on the development of its regional emissions analysis, and prepares model assumptions and analysis for use by CARB.
- MTC develops plans 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 the Amended Plan Bay Area and the 2017 Transportation Improvement Program (TIP)*, which was approved by the Commission in September 2016. FHWA and FTA issued joint approve of this conformity determination in December 2016.
- MTC adopted MTC Resolution No. 4274, which conforms that the amended Plan Bay Area and the 2017 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<sub>2.5</sub> project-level conformity, and other air quality issues through MTC's Transportation Air Quality Conformity Task (meeting on a monthly basis).
- Application of updated travel activity and socio-economic data for use in developing emission inventories for Plan Bay Area 2040 development in EMFAC 2014 for federal and state requirements.

### **Work Products**

- MTC Resolution No. 4274
- *Transportation Air Quality-Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program*
- Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes
- Emission inventories for Plan Bay Area 2040 development with EMFAC 2014 for federal and state requirements
- 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 Alameda and Contra Costa counties

**D. Work Plan (FY 2017-18)**

<b>Task No.</b>	<b>Task Description</b>	<b>Work Products</b>	<b>Start Date</b>	<b>End Date</b>
1	Staff will conduct interagency consultation regarding transportation conformity, PM <sub>2.5</sub> 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 <sub>2.5</sub> project-level conformity interagency consultation needs.	<ul style="list-style-type: none"> <li>▪ Staff reports</li> <li>▪ Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes</li> </ul>	<u>7/01/17</u>	<u>6/30/18</u>
2	Staff will prepare transportation-air quality conformity analysis on RTP and TIP amendments, as needed.	<ul style="list-style-type: none"> <li>▪ Transportation conformity analysis</li> </ul>	<u>7/01/17</u>	<u>6/30/18</u>
3	Continued emission inventory development for Plan Bay Area 2040 with EMFAC 2014 for California Environmental Quality Act (CEQA) requirements.	<ul style="list-style-type: none"> <li>▪ Data and technical memos for Plan Bay Area 2040/CEQA requirements</li> </ul>	<u>7/01/17</u>	<u>6/30/18</u>
4	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"> <li>▪ Consultation meetings</li> <li>▪ Technical memos</li> <li>▪ Data Exchange</li> </ul>	<u>7/01/17</u>	<u>6/30/18</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"> <li>▪ To be determined</li> </ul>	<u>7/01/17</u>	<u>6/30/18</u>

**E. Anticipated Future Activities (FY 2018-19)**

<b>Anticipated Future Activities</b>	<ul style="list-style-type: none"> <li>▪ Continue to manage and staff the regional Air Quality Conformity Task Force</li> <li>▪ Prepare draft and final Transportation-Air Quality Conformity Analysis for the TIP and TIP updates as needed.</li> <li>▪ Continue emission inventory development for Plan Bay Area 2040 with EMFAC 2014 for federal and state requirements.</li> <li>▪ Continue to provide travel demand model data for local community climate action plan development for cities in the region.</li> <li>▪ Staff will work with EPA and BAAQMD staff in the designation and implementation processes for the updated/new federal ozone standard.</li> </ul>
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**F. Budget**

<b>Salaries &amp; Benefits</b>	<b>Indirect Services</b>	<b>Total Expenses</b>	
<b>183,296</b>	<b>90,372</b>	<b>273,668</b>	
<b>FHWA PL (Includes Toll Credit)</b>	<b>FTA 5303 PL (Includes Toll Credit)</b>	<b>General Fund</b>	<b>Total Revenues</b>
<b>15,000</b>	<b>20,000</b>	<b>238,668</b>	<b>273,668</b>

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

### A. Project Description Objectives

- Establish a comprehensive, cross-sectoral regional approach to address sea level rise and seismic hazards related to climate change.
- Develop integrated regional climate technical assistance program among BARC member agencies to serve cities, counties and other key stakeholders.
- Provide strategic leadership and capacity building to key institutions and collaborate efforts addressing climate change in the Bay Area
- Conduct a comprehensive regional vulnerability assessment of Bay Area transportation infrastructure to increased flooding and level rise and develop strategies to make transportation infrastructure more resilient. The evaluation will raise access issues, such as access to essential services, that may emerge in times of increased flooding and sea level rise.
- In addition to transportation infrastructure, develop a cohesive and comprehensive vulnerability assessment of priority development areas, priority conservation areas and disadvantaged and vulnerable communities, while identifying strategies to make people, places and assets more resilient. This work will serve as the foundation for a regional adaptation plan
- Advance a comprehensive regional adaptation plan and built on the efforts of member agencies, and key cross-sector partners

### Description

The Bay Area Regional Collaborative (BARC) is a consortium of member agencies that come together to address crosscutting issues of regional significance, with the ultimate goal of improving the quality of life for all Bay Area residents. The member agencies include the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC). For 2016/2017, the BARC will focus on regional climate mitigation and adaptation planning:

#### **Bay Area Resilient by Design Challenge**

Launching in 2017, the *Bay Area Resilient by Design Challenge* (Resilient by Design) will invite Bay Area and international designers, architects, developers, and financiers to create and implement visionary and realistic built solutions in partnership with neighborhood and community leaders to counter the effects of climate change, rising sea level, increased storms and seismic vulnerabilities on Bay Area populations, our environment, and critical infrastructure. This global design competition will select ten teams to develop and implement sustainable adaptation strategies at ten sites around and along the San Francisco Bay shoreline. The sites will be selected to embody differing socioeconomic conditions, infrastructure challenges, geographic diversity, scale, and function. Each of the solutions must be replicable elsewhere in the region and beyond.

Resilient by Design is modeled after the successful “Rebuild by Design” competition in the New York-New Jersey-Connecticut region that followed Hurricane Sandy. CNN named Rebuild by Design “one of the 10 best ideas of 2013.” As an interdisciplinary, design-driven effort, the final design solutions in the NY region developed strong community support for major infrastructure projects that demonstrate compelling design solutions to enhance communities and the environment in the wake of climate uncertainties.

### **Caltrans Regional Planning Grant: A Resilient Transportation System for Safe and Sustainable Communities**

Conduct a robust, region-wide assessment of the transportation system, Priority Development Areas (PDAs), Priority Conservation Areas (PCAs) and disadvantaged and vulnerable communities. Develop a suite of actions to be advanced at agency, local, regional, state and federal scales, including early and priority actions for transportation assets and services, PDAs, PCAs and community assets and members. Engage partners, stakeholders and the public in an inclusive, participatory process with a focus on robust representation and the participation of and representation from vulnerable and disadvantaged communities. Increase regional agreement on the tools, processes, models and data used in adaptation planning to build capacity among federal, state, regional and local agencies and organizations to work together towards multi-benefit, shared solutions that are based in robust, inclusive assessments that can support the decision making necessary to take effective action. Developing a consistent approach to this work at the regional scale will also increase the technical assistance that the region can provide to local jurisdictions, agencies and organizations *and aid in prioritizing actions at a variety of scales.*

### **Regional ‘Process Map’ for Sea Level Rise**

Communicate regional approach to resilience by clarifying the roles and relationships of governance, financing, research, planning and key institutions in advancing climate preparedness. The ‘Process Map’ provides an avenue to identify opportunities for improved collaboration and maximizing the capacity of cross-sector partners.

### **Regional Climate Planning**

Integrating data, research and analysis completed by both the Bay Area Air Quality Management District (BAAQMD) and the Bay Conservation and Development Commission (BCDC) into Plan Bay Area (the region’s Sustainable Communities Strategy). Key research completed by BAAQMD includes *Planning Healthy Places* and the *Bay Area Consumption Based GHG Inventory*. BCDC, along with other key partners convened through BARC, will develop a stand-alone document focused on the resiliency of the Bay Area’s transportation system, vulnerable and disadvantaged communities, Priority Development Areas (PDAs) and Priority Conservation Areas (PCA’s) to seismic and flooding hazards that will be incorporated into Plan Bay Area.

### Climate Technical Assistance

This initiative will help develop a framework for an Integrated Climate Technical Assistance Program among the BARC member agencies. Through activities such as the Regional ‘Process Map’, and the Resiliency ‘chapter’, the BARC will work closely with a cross section of stakeholders to develop an (i) assessment of existing resources and (ii) clarify the roles and responsibilities of key partners in advancing climate preparedness, particularly the role of the regional agencies in supporting cities and counties in meeting climate goals at the local and regional levels.

### B. Planning Factors Addressed

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

### C. Previous Accomplishments

**Objectives**                       ▪ Same as above

**Accomplishments**   Completed Work Products:

- Sea Level Rise Process Map
- Implementation of an Integrated Regional Climate Technical Assistance Program
- Expanded content in Plan Bay Area focused on resiliency and adaptation and tools and methods for reducing GHG and fostering healthier communities.

### D. Work Plan (FY 2017-18)

Task No.	Task Description	Work Products	Start Date	End Date
1	Resilient by Design	Secure external resources to fund the full project Hire and house full-time staff to manage 15-month project. Serve on the Executive Committee to oversee the successful delivery of the program.	Jan 2017	April 2018
2	Caltrans Transportation Planning Grant	Comprehensive regional vulnerability assessment of transportation infrastructure, PDA’s, PCA’s, disadvantaged and vulnerable communities. Foundation for regional adaptation plan that prioritizes strategies to make people, infrastructure, communities, and other assets more resilient.	July 2017	Aug 2019



**E. Anticipated Future Activities (FY 2018-2019)**

- Anticipated Future Activities**   ▪ The Caltrans grant (FTA Section 5304) and Resilient by Design are both large-scale regional efforts that will start in early 2017 and continue through 2018.

**F. Budget**

<b>Salaries &amp; Benefits</b>	<b>Indirect Services</b>	<b>Consultant</b>	<b>Total Expenses</b>
<b>375,823</b>	<b>185,293</b>	<b>80,000</b>	<b>641,116</b>
<b>STP PL</b>	<b>General Funds</b>	<b>Local Funds</b>	<b>Total Revenues</b>
<b>192,335</b>	<b>224,390</b>	<b>224,391</b>	<b>641,116</b>

## **Work Element 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
- Library Services

<b>Major Products to be delivered in FY 2017-18</b>	<b>Estimated Completion Dates</b>
Annual Report to Sacramento delegation	Winter 2018
Annual Report to Congressional Delegation	Winter 2018

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

### 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 Fixing America's Surface Transportation Act (FAST Act) and federal policy by means of organized outreach and involvement activities, and through the Policy Advisory Council.
- Provide opportunities for public participation in the development of the Regional Transportation Plan/Sustainable Communities Strategy.
- Conduct government-to-government consultation with Tribal governments of federally recognized Native American tribes regarding planning and programming activities.

#### Description

##### **Public Participation under State and Federal Law**

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

- |                                   |  |
|-----------------------------------|--|
| <b>Planning Factors Addressed</b> | <ul style="list-style-type: none"><li>• Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency</li><li>• Increase the safety of the transportation system for motorized and non-motorized users.</li><li>• Increase the security of the transportation system for motorized and non-motorized users.</li><li>• Increase the accessibility and mobility of people and for freight.</li><li>• Target underrepresented groups in MTC's outreach efforts, ensuring equity in our planning efforts.</li><li>• 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.</li><li>• Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.</li><li>• Promote efficient system management and operation.</li><li>• Emphasize the preservation of the existing transportation system.</li></ul> |
|-----------------------------------|--|

## **C. Previous Accomplishments**

- |                        |  |
|------------------------|--|
| <b>Objectives</b>      | <ul style="list-style-type: none"><li>• Same as above</li></ul>  |
| <b>Accomplishments</b> | <ul style="list-style-type: none"><li>• Adoption of update MTC Public Participation Plan</li><li>• Evaluation of Plan Bay Area public engagement</li><li>• Completed outreach to Tribal governments for Plan Bay Area consultation</li></ul> |
| <b>Work Products</b>   | <ul style="list-style-type: none"><li>• MTC's Annual Report</li><li>• Plan Bay Area document</li><li>• <i>E-News</i> – MTC's electronic newsletter</li></ul>   |

- Press releases, media advisories, etc.
- E-mail notifications; contact database
- Brochures, postcards as needed
- Website updates
- Public meetings, workshops and regional forums
- Videos and social media content
- Implemented various elements of the Climate Initiatives Outreach Program, including Spare the Air Youth program.

#### D. Work Plan (FY 2017-18)

Task No.	Task Description	Work Products	Start Date	End Date
1	Support public meetings and other events with briefing materials; provide reports and summary of comments heard to decision makers at key milestones, consistent with MTC's Public Participation Plan	Meeting and briefing materials	7/01/17	6/30/18
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	7/01/17	6/30/18
3	Oversee content and design for the agency's primary website as well as associated websites; develop subsidiary websites as needed	MTC's website and associated websites	7/01/17	6/30/18
4	Manage and evaluate public engagement for MTC's Regional Transportation Plan (including the SB 375/Sustainable Communities Strategy), the Transportation Improvement Program and the One Bay Area Grant program.	Public Participation Plan	7/01/17	6/30/18
5	Complete formal Tribal government-to-government outreach on the Plan	Government-to-Government	7/01/17	6/30/18

	Bay Area update, as appropriate, and document separately from public participation efforts; solicit early involvement of Tribal governments and associated Native American organizations and individuals in public participation efforts. MTC will also outreach to tribal governments regarding its Transportation Improvement Program.	Consultation to Native American Tribes report		
6	Manage the Climate Initiatives Public Outreach Program	Social marketing campaign, Spare the Air Youth Program	7/01/17	6/30/18
7	E- newsletter, annual report and other agency information products	E-Newsletters, reports	7/01/17	6/30/18
8	Provide editorial support to agency (including speeches, brochures, etc.)	N/A	7/01/17	6/30/18

#### E Anticipated Future Activities (FY 2018-19)

- Anticipated Future Activities**
- Implement engagement related to the next RTP/SCS plan
  - Continue to implement/manage Climate Initiatives Outreach Program
  - Complete outreach to Tribal governments for consultation on the Plan Bay Area update, as appropriate.
  - Ongoing activities, as needed

#### F. Budget

Salaries & Benefits	Indirect Services	Other Operating Expenses	Consultant	Total Expenses	
2,141,645	1,055,906	121,000	1,230,000	4,548,551	
FHWA PL (Includes Toll Credit)	FTA 5303 PL (Includes Toll Credit)	CMAQ	General Fund	Local Funds	Total Revenues
2,108,853	900,000	200,000	959,698	380,000	4,548,551

## 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 17,000 books, periodicals and reports, including local, California and federal government documents, all MTC and ABAG publications, city and county general plans and environmental reports, traffic counts and forecasts, 1,000 serial titles (magazines, newspapers, annual reports, etc.), demographic data including U.S. Census reports for 1960-1990, earthquake maps, transportation and urban planning, construction reports for bridges, tunnels and roads, housing, public policy, economics and regional planning.
- The library is open to the public by appointment and participates in interlibrary loans.
- The library provides extensive reference assistance by telephone, email, and in-person.

### B. Planning Factors Addressed

#### Planning Factors Addressed

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

- Reduce or mitigate storm water impacts of surface transportation;
- Enhance travel and tourism.

### 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 2017-18)

Task No.	Task Description	Work Products	Start Date	End Date
1	Manage MTC-ABAG Library, maintain a collection of print and electronic format documents and sources of information that support the work of MTC and ABAG		7/01/17	6/30/18
2	Provide reference services to MTC Commission and staff and to ABAG staff, as well as to outside agencies and the public		7/01/17	6/30/18
3	Screen major media, prepare and disseminate daily electronic "Transportation Headlines" compilation via email and Web	Daily email	7/01/17	6/30/18
4	Maintain the MTC Records Management Program for archiving internal records		7/01/17	6/30/18
5	Provide electronic access to Library catalog through the Internet		7/01/17	6/30/18
6	Publish a listing of library acquisitions several times a year		7/01/17	6/30/18
7	Maintain the library and publications sections of MTC's Web page	Web pages	7/01/17	6/30/18
8	Serve as an affiliate of the State Data Center		7/01/17	6/30/18
9	Maintain the Bay Area Census Website	Web statistics	7/01/17	6/30/18
10	Manage the Electronic Information Delivery Service (GovDelivery)		7/01/17	6/30/18



**E. Budget**

<b>Salaries &amp; Benefits</b>	<b>Indirect Services</b>	<b>Total Expenses</b>	
<b>252,239</b>	<b>124,363</b>	<b>376,602</b>	
<b>FHWA PL (Includes Toll Credit)</b>	<b>FTA 5303 PL (Includes Toll Credit)</b>	<b>General Fund</b>	<b>Total Revenues</b>
<b>100,000</b>	<b>1,000</b>	<b>275,602</b>	<b>376,602</b>

## **Work Element 1230: Highway and Arterial System 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**

- **Regional Transportation Emergency Operations**

## Work Element 1229: Regional Transportation Emergency Operations

### A. Project Description

#### Objectives

- 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

- 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

- 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 security of the transportation system for motorized and non-motorized users.
- Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
- Improve the resiliency and reliability of the transportation system.
- Reduce or mitigate storm water impacts on surface transportation.

### 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 2017-18)**

<b>Task No.</b>	<b>Task Description</b>	<b>Work Products</b>	<b>Start Date</b>	<b>End Date</b>
1	Functional Exercise 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 Functional Exercise. It is anticipated that the Exercise scenario will be based on corrective actions identified from previously conducted tabletop/workshop exercises.	Conduct of 2017 Functional Exercise	January 2017	Nov. 2017
2	Finalize revision to MTC Emergency Operations Plans (EOPs) and conduct agency wide training	Updated Emergency Operations Plan and training modules	July 2017	February 2017
3	Develop Business Continuity of Operations Plan (COOP) Assist with the development of a Continuity of Operations Plan to ensure that MTC is able to perform its critical functions following a regional incident or disaster.	Continuity of Operations Plan	August 2017	June 2017
4	Training – part of a 3 year program Conduct annual emergency preparedness training.	Emergency Operations Center Training	Ongoing	Conducted Annually

**E. Anticipated Future Activities (FY18-19) None at this time.**

**F. Budget**

<b>Salaries &amp; Benefits</b>	<b>Indirect Services</b>	<b>Consultants</b>	<b>Total Expenses</b>	
<b>18,702</b>	<b>9,221</b>	<b>1,350,000</b>	<b>1,377,923</b>	
<b>FHWA PL (Includes Toll Credit)</b>	<b>FTA 5303 PL (Includes Toll Credit)</b>	<b>General Fund</b>	<b>Local Funds</b>	<b>Total Revenues</b>
<b>1,000</b>	<b>1,000</b>	<b>25,923</b>	<b>1,350,000</b>	<b>1,377,923</b>

## 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 2017-18	Estimated Completion Dates
Proposed Estimate and Distribution of Transit Operating Revenue	Spring 2018
Annual Report: Financial Elements	Spring 2018
2017 Transportation Improvement Program Amendments	Ongoing
Transit Sustainability Project Task Orders	Ongoing
2019 TIP Development	Spring 2018
Proposition 1B (Transportation Bond) Program Delivery	Ongoing
FY 2016-17 to 2017-18 FTA Program Adjustments and Implementation	Spring/Summer 2017 and 2018
FY 2016-17 to FY 2017-18 STP/CMAQ Program Implementation	Spring/Summer 2017 and 2018
Federal Funding Obligation Plan	Fall 2017
Finalize/Enhance Modules of Integrated Funding Database	Ongoing
Statistical summary of transit operators	Spring 2018
Performance Audit final reports	Summer 2017

## 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

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

### C. Previous Accomplishments

- Prepared Draft and Final TIP and complementary financial analysis
- Developed annual fund estimate and distributions for Transit Operating Revenues
- Developed Draft Plan Bay Area 2040 revenue forecasts

- Developed financial element of Plan Bay Area 2040 Transportation Investment Strategy

**Work Products**

FY 2016-17 MTC Fund Estimate [http://mtc.ca.gov/sites/default/files/FY2016-17\\_Fund\\_Estimate.pdf](http://mtc.ca.gov/sites/default/files/FY2016-17_Fund_Estimate.pdf)

- MTC Annual Report: Financial Elements: [http://mtc.ca.gov/sites/default/files/FY\\_15\\_MTC\\_CAFR.pdf](http://mtc.ca.gov/sites/default/files/FY_15_MTC_CAFR.pdf)
- 2017 TIP Financial Analysis <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program-tip/2017-tip/2017-tip-appendices>
- Plan Bay Area 2040 forecasts: [mtc.legistar.com/gateway.aspx?M=F&ID=1edbe8fd-2a8f-4688-b943-008d670cfafe.pdf](http://mtc.legistar.com/gateway.aspx?M=F&ID=1edbe8fd-2a8f-4688-b943-008d670cfafe.pdf)

**D. Work Plan (FY 2017-18)**

Task No.	Task Description	Work Products	Start Date	End Date
1	Develop FY 2017-18 annual Fund Estimate and distribution of transit operating revenues	▪ Annual fund estimate and distribution for FY 2017-18 Transit Operating Revenues	01/01/17	6/30/18
2	Prepare financial elements of the Annual Report	▪ MTC Annual Report: Financial Elements	1/01/17	5/15/18
3	Develop Regional Transportation Plan revenue assumptions and draft forecasts	▪ Draft RTP forecast	7/01/17	6/30/17

**E. Anticipated Future Activities (FY 2018-19)**

- Anticipated Future Activities**
- Short Range Transit Plan Financial Forecast
  - Development of the FY 18-19 Fund Estimate

**F. Budget**

<b>Salaries &amp; Benefits</b>	<b>Indirect Services</b>	<b>Total Expenses</b>	
<b>369,098</b>	<b>181,978</b>	<b>551,076</b>	
<b>FHWA PL (Includes Toll Credit)</b>	<b>FTA 5303 PL (Includes Toll Credit)</b>	<b>General Fund</b>	<b>Total Revenues</b>
<b>150,000</b>	<b>150,000</b>	<b>251,076</b>	<b>551,076</b>

## Work Element 1512: Federal Programming, Monitoring and TIP Management

### A. Project Description (FY 2017-18)

#### 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.
- Update 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 Fixing America's Surface Transportation Act (FAST Act). 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 Block Grant Program (STP), Congestion Management and Air Quality Improvement Program (CMAQ) and large-MPO Transportation Alternative Program (TAP). MTC implements these programs by conducting programming cycles every few years, known as the One Bay Area Grant (OBAG) Program, 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 (see also work element 1310). 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) and the RTP guide 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, Core Capacity, 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 \$3.5 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 11-year, \$2.2 billion (including \$1.0 billion 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 or less 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, Revised) 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 2016-17)**

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

## **C. Previous Accomplishments (FY 2016-17)**

- |                        |  |
|------------------------|--|
| <b>Objectives</b>      | ▪ Same as above  |
| <b>Accomplishments</b> | <ul style="list-style-type: none"><li>▪ 15 TIP Revisions - 623 projects totaling \$2 billion in net funding change (Calendar Year 2016)</li><li>▪ 2017 TIP Update – 716 projects totaling \$6.3 billion in funding from FY17-FY20</li><li>▪ Final STP/CMAQ One Bay Area Grant (OBAG 2) Program</li><li>▪ STP/CMAQ - \$166 million delivered (FHWA Obligations) (FFY 2015-16)</li><li>▪ FY 2015-16 Listing of Federally Obligated Projects (December 2016)</li><li>▪ FY 2016-17 Annual Federal Obligation Plan (October 2016)</li><li>▪ FY 2015-16 Listing of CMAQ Emission Benefits (December 2016)</li><li>▪ FTA 5307/5337/5339 – amended FY16 preliminary Program of Projects to reflect final FTA apportionments (April 2016), adopted preliminary FY17-FY20 program (anticipated February 2017), and supported transit operator grant applications to FTA with concurrence letters and monitoring (July to September 2016); continued to implement agreement with Caltrans developed in FY13 regarding project selection</li></ul> |

and grant procedures for FTA 5307 and 5339 funds in small urbanized areas

- FTA 5311 – adopted preliminary program for FY16 and FY17 (January 2016) based on preliminary regional share of state apportionments allocated by Caltrans
- FTA 5310 – worked with Caltrans to implement preliminary program for FY13 and FY14 adopted in FY15 and submitted to Caltrans using new project selection and grant procedures developed with Caltrans, FTA and other stakeholders in response to MAP-21’s major revisions to Section 5310 (See also work element 1518)
- Developed Cycles 2 and 3 regional ATP (included under Work Element 1515)

**Work Products**

- [15 TIP Revisions](#)
- [2017 TIP Update](#)
- [Final STP/CMAQ One Bay Area Grant \(OBAG 2\) program](#)
- [FY 2015-16 Listing of Federally Obligated Projects](#)
- [FY 2015-16 Annual Listing of CMAQ Emission Benefits](#)
- [FY 2016-17 Annual Federal Obligation Plan](#)
- [FTA 5307/5337/5339 final FY16 Program of Projects](#)
- FTA 5307/5337/5339 preliminary FY17-FY20 Program of Projects (not yet available)
- 59 concurrence letters for FTA grants
- [FTA 5311 FY16 and FY17 Preliminary Program of Projects](#)
- [Regional ATP](#) (see Work Item 1515)

**D. Work Plan (FY 2017-18)**

Task No.	Task Description	Work Products	Start Date	End Date
1	Prepare 13 revisions to federal 2017 TIP 23 CFR §450.326	<ul style="list-style-type: none"> <li>▪ TIP Amendments</li> <li>▪ TIP Administrative Modifications</li> <li>▪ TIP Revision Financial Constraint Documentation</li> </ul>	7/01/2017	6/30/2018
	Reconcile 2017 TIP with Plan Bay Area 2040 23 CFR §450.324	<ul style="list-style-type: none"> <li>▪ Draft FTIP/Plan Amendment</li> <li>▪ Final FTIP/Plan Amendment</li> <li>▪ Update TIP Air Quality Conformity Analysis for new Plan</li> </ul>	12/01/2017	7/31/2017
3	Prepare transportation investment analyses for the TIP	<ul style="list-style-type: none"> <li>▪ Various TIP Investment Analyses</li> </ul>	7/01/2017	6/30/2018

4	Monitor federal programs to ensure financial constraint and consistency with the TIP and RTP	<ul style="list-style-type: none"> <li>▪ Various Fund-Program Status Reports</li> </ul>	7/01/2017	6/30/2018
5	Manage and implement STP/CMAQ FY13 to FY17 Programming CA S&H Code 182.6, 182.7	<ul style="list-style-type: none"> <li>▪ STP/CMAQ OBAG1 Program</li> </ul>	7/01/2017	6/30/2018
6	Manage and Implement STP/CMAQ FY18 to FY22 Programming CA S&H Code 182.6, 182.7	<ul style="list-style-type: none"> <li>▪ STP/CMAQ OBAG2 Program</li> </ul>	7/01/2017	6/30/2018
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"> <li>▪ TAP/ATP Cycle Program</li> </ul>	7/01/2017	6/30/2018
8	Prepare annual obligation plan for local federal-aid projects CA S&H Code 182.6, 182.7	<ul style="list-style-type: none"> <li>▪ Annual Obligation Plan</li> </ul>	07/01/2017	09/30/2018
9	Prepare annual listing of federally obligated projects 23 CFR §450.332	<ul style="list-style-type: none"> <li>▪ Annual Listing of Federally Obligated Projects</li> </ul>	11/01/2017	12/31/2017
10	Prepare annual CMAQ emissions benefit report 23 USC §149.h	<ul style="list-style-type: none"> <li>▪ Annual CMAQ Emissions Benefit Report</li> </ul>	11/01/2017	11/30/2017
11	Participate in California Federal Programming Group (CFPG)	<ul style="list-style-type: none"> <li>▪ Various TIP procedural Enhancements and Programming outcomes</li> </ul>	7/01/2017	6/30/2018
12	Implement regional funding-delivery policy guidance for FHWA-Administered funds	<ul style="list-style-type: none"> <li>▪ MTC Resolution 3606 Revised</li> </ul>	7/01/2017	6/30/2018
13	Engage in discussions for FAST implementation	<ul style="list-style-type: none"> <li>▪ Various Analyses supporting FAST</li> </ul>	7/01/2017	6/30/2018
14	Continue to implement new FAST Act requirements as they are developed by FHWA and FTA	<ul style="list-style-type: none"> <li>▪ Various administrative and programmatic updates, TBD</li> </ul>	7/01/2017	6/30/2018

15	Revise preliminary FTA 5307/5337/5339 FY17 and FY18 Programs of Projects to reflect final apportionments 49 USC 5307, 5337 and 5339	<ul style="list-style-type: none"> <li>▪ FTA Program of Projects (POP) TIP Amendments</li> </ul>	10/01/2017	9/30/2018
16	Revise preliminary FTA 5311 FY17 Program of Projects (POP) to reflect final apportionments 49 USC 5311	<ul style="list-style-type: none"> <li>▪ FTA Program of Projects (POP) TIP Amendment</li> </ul>	2/01/2017	4/30/2017

**E. Anticipated Future Activities (FY 2018-19)**

- Anticipated Future Activities**
- Same as above
  - Incorporate federal performance requirements into the 2019 TIP

**F. Budget**

<b>Salaries &amp; Benefits</b>	<b>Indirect Services</b>	<b>Consultants</b>	<b>Total Expenses</b>	
<b>1,468,513</b>	<b>724,028</b>	<b>23,449,474</b>	<b>25,642,015</b>	
<b>FHWA PL (Includes Toll Credit)</b>	<b>FTA 5303 PL (Includes Toll Credit)</b>	<b>FTA/JARC</b>	<b>General Funds</b>	<b>Total Revenues</b>
<b>700,000</b>	<b>250,000</b>	<b>23,449,474</b>	<b>1,242,541</b>	<b>25,642,015</b>

## 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.
- 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.

#### Description

##### 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 multiple stakeholder groups.
- Identified a detailed action plan to implement the TSP's recommendations.

## **B. Planning Factors Addressed**

### **Planning Factors Addressed**

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

## **C. Previous 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 –
- Round 2 TPI Incentive grants awarded in March 2014 - [http://apps.mtc.ca.gov/meeting\\_packet\\_documents/agenda\\_2188/04a\\_TPI-Incentive.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2188/04a_TPI-Incentive.pdf).
- Round 3 TPI Incentive grants awarded in May 2015 - [http://apps.mtc.ca.gov/meeting\\_packet\\_documents/agenda\\_2408/2i\\_TPI\\_Incentive\\_Program\\_Reso-4035.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2408/2i_TPI_Incentive_Program_Reso-4035.pdf)



- Round 4 TPI Incentive grants awarded in May 2016  
<https://mtc.legistar.com/LegislationDetail.aspx?ID=2711688&GUID=4DB11E04-E0C4-4E75-B3F1-94E0693D0AF1&Options=&Search=>
- Round 1 TPI Investment grants awarded in May 2012 -  
[http://apps.mtc.ca.gov/meeting\\_packet\\_documents/agenda\\_1852/4\\_TPI\\_Major\\_Corridors.pdf](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\\_Round2Programming\\_RESO-4035.pdf](http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2271/5b_TPI_Round2Programming_RESO-4035.pdf)
- Round 3 TPI Investment grants awarded in January 2017 (not yet posted)
- Completed Phase I of the Tri-City Transit Study - and transitioned potential Phase II work to Alameda CTC per project Policy Advisory Committee direction.
- Finalized AC Transit/BART Inner East Bay Fare Discount Pilot Study in Spring 2017.
- Finalized SMART bus integration and station access improvements study in Spring 2017.

#### D. Work Plan (FY 2017-18)

Task No.	Task Description	Work Products	Start Date	End Date
1	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"> <li>▪ Program of Projects adopted by Commission</li> </ul>	7/1/2017	6/30/2018
2	Continue to assist in development and monitoring strategic plans for largest seven transit agencies to meet performance measure targets established in the TSP. Targets are to be met by end of FY 2017, though supporting data will only be available during or shortly after FY 2018.	<ul style="list-style-type: none"> <li>▪ Annual Draft and Final Reports of progress towards performance measure targets</li> </ul>	Ongoing	Ongoing

#### E. Anticipated Future Activities (FY2018-19)

##### Anticipated Future Activities

- Continual implementation of TSP Recommendations and monitoring of progress towards performance targets.

#### F. Budget

<b>Salaries &amp; Benefits</b>	<b>Indirect Services</b>	<b>Consultant</b>	<b>Total Expenses</b>	
<b>340,553</b>	<b>167,905</b>	<b>2,141,411</b>	<b>2,649,869</b>	
<b>FTA 5303 PL (Includes Toll Credit)</b>	<b>FTA 5303 PL Est. C/O</b>	<b>General Fund</b>	<b>Local Funds</b>	<b>Total Revenues</b>
<b>520,000</b>	<b>1,133,411</b>	<b>588,458</b>	<b>408,000</b>	<b>2,649,869</b>

## **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 combined with and made eligible for JARC activities (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.

As the designated recipient for FTA Section 5307 funds under (Fixing America's Surface Transportation Act.) FAST, MTC is responsible for developing a regional program of projects that will be funded by FTA grants. Consistent with MTC's Transit Capital Priorities (TCP) Process and Criteria (MTC Resolution Nos. 4072, 4140 and 4242), in the FY2013-14, FY2014-15, FY2015-16,, FY2016-17, FY 2017-18, FY 2018-19 and 2019-20 Section 5307 programs, a portion of the Bay Area's large urbanized area funds were set aside for the Lifeline Transportation Program. As with the other funds in the Lifeline Transportation Program, the 5307 Lifeline set-aside funds are programmed by the county Congestion Management Agencies (CMAs).

In Lifeline Cycle 4 (FY 2014-FY 2016), after Section 5307 (JARC) projects were selected in the countywide programming process, transit operators are serving 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 sub-recipients as needed. In cases where MTC passed through funds to sub-recipients, MTC is responsible for monitoring sub-recipients' compliance with federal requirements for the life of the project.

### B. Planning Factors Addressed

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

### C. Previous Accomplishments

- |                        |  |
|------------------------|--|
| <b>Objectives</b>      | <ul style="list-style-type: none"><li>▪ Same as above</li></ul>  |
| <b>Accomplishments</b> | <ul style="list-style-type: none"><li>▪ Prepared program guidelines for four funding cycles</li><li>▪ Oversaw county-level calls for projects and review and approved locally prioritized projects</li></ul> |

**Work Products**

- For a list of grants awarded by the Lifeline program in Cycles 1 – 4, see: <http://www.mtc.ca.gov/planning/lifeline/>
- [Lifeline Transportation Program Cycle 4 Guidelines](#) (adopted October 2014)
- [Lifeline Transportation Program Cycle 4 Program of Projects](#) (adopted April 2015, revised July 2015 and May 2016.)

**D. Work Plan (FY 2017-18)**

Task No.	Task Description	Work Products	Start Date	End Date
1	Support implementation of Cycle 4 projects	Cycle 4 program of projects to fund for FY2014 – FY2016	July 2017	June 2018
2	Submit reports and documents to FTA as required	<ul style="list-style-type: none"> <li>▪ FTA Quarterly Reports</li> <li>▪ FTA Annual Service Report</li> </ul>	July 2017	June 2018
3	For incomplete Cycle 1, 2, and 3 projects, monitor subrecipients' compliance with federal requirements as applicable	Monitoring reports prepared as required	July 2017	June 2018
4	Finalize 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). Consider recommendations and implementation.	Draft Report (December 2016) Final Report (Spring 2017) Potential implementation (starting 2017)	July 2017	June 2018
5	Develop Cycle 5 Lifeline program for FY17 to FY18	Lifeline Transportation Program Cycle 5 Guidelines and Program of Projects	Summer 2017	Spring 2018

**E. Anticipated Future Activities (FY 2018-19)**

**Anticipated Future Activities**

- Monitor ongoing Cycle 3, Cycle 4 and Cycle 5 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
- For ongoing Cycle 3 Lifeline projects (if any), monitor subrecipients' compliance with federal requirements
- 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.
- Engage in sea-level rise, and other climate-change initiatives that serve 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 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 tested new strategies to reduce transportation-related emissions and vehicle miles traveled, encourage the use of cleaner fuels, and build a knowledge base through evaluation. Findings from the evaluation have informed the update to Plan Bay Area – Plan Bay Area 2040, In 2016, MTC programmed another round of Climate Program funding through the One Bay Area Grant 2 (OBAG 2) program for car sharing, electric vehicle incentives and infrastructure and transportation demand management programs. Programs will be implemented 2017 to 2022.
- 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.
- Monitor and refine previous sea level rise risk and vulnerability assessments.

**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**
  - Implemented 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.
  - Completed the Climate Initiatives program evaluation.
  - Completed the Sea Level Rise Transportation Vulnerability and Risk Assessment Pilot Study (with grant funding from FHWA) and continue to monitor the topic for future action.
  - Provided grant funding for Climate Initiatives Car Sharing projects (7 projects) and Parking and Transportation Demand Management (TDM) projects (6 projects)
  
- Work Products**
  - Various

**D. Work Plan (FY 2017-18)**

Task No.	Task Description	Work Products	Start Date	End Date
1	Staff will continue to implement the Climate Initiative Program (outreach, grants), including projects related to the OBAG 2 program (car sharing, electric vehicles and parking/transportation demand management).	Various	7/1/17	6/30/18
2	Monitor and refine sea level rise and climate change analysis for the region, as needed.	Various	7/1/17	6/30/18

**E. Anticipated Future Activities (FY 2018-19)**

- Anticipated Future Activities**
  - Continue to implement the OBAG 2 Climate Initiatives Program.
  - Continue to plan, develop, and implement other climate protection plans and strategies in preparation for future updates to Plan Bay Area
  - 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/Plan Bay Area 2040 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 Technical/Staffing Assistance, 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.

The Staffing Assistance Program, another subcomponent, helps to address local staffing needs to carry out neighborhood planning and implementation efforts critical to Plan Bay Area implementation.

As needed staff conducts and manages studies that are supportive of and serve to advance PDA Implementation/transportation and land use planning throughout the region.

**TOAH Fund** - In 2011 contributed to a revolving loan fund which leveraged 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 within a half-mile of 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).

**Coordinate County Planning Funds**

Coordinate with County Congestion Management Agencies (CMA) related to transportation and land-use planning and implementation, 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 \$38 million (840 units). An additional loan totaling \$4 million (64 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
  - Assessment of PDAs along the Inner Bay Area Corridors
  - Reviewed county congestion management agency PDA Investment and Growth Strategies
  - Completed certification of Sonoma Marin Rail Transit Ph. 1 consistency with MTC TOD policy (fall 2010)
  - Completed SR 82 Relinquishment Exploration Study (2015)
  - Completed Infrastructure Financing White Paper (2016)
  - Initiated study of land available for TOD near major transit service in the west bay.

- Work Products**
- Completed Station Area/PDA plans and Technical/Staffing Assistance projects
  - Funded projects/closed loans through TOAH Fund.
  - TOAH Steering Committee meeting packets and quarterly reports
  - Parking Pricing Regional Analysis deliverables
  - Completed studies/reports (Infrastructure Financing White Paper, SR 82 Relinquishment Exploration Study)



**D. Work Plan (FY 2017-18)**

<b>Task No.</b>	<b>Task Description</b>	<b>Work Products</b>	<b>Start Date</b>	<b>End Date</b>
1	Administer and support existing PDA Planning Grant and Technical Assistance Programs (local jurisdictions, Completion TBD).  Issue new call for projects for PDA Planning Grant and Technical Assistance Programs (local jurisdictions, Completion TBD)  Initiate/complete regional studies that support PDA Implementation and transportation and land use planning.	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.	May 2017	June 2018
2	Additional investment into TOAH Fund	Closed loans, additional projects funded	July 2017	June 2018
3	Coordinate transportation and land-use planning with county CMAs	Review PDA Investment and Growth Strategies upon submittal	July 2017	June 2018

**E. Anticipated Future Activities (FY 2018-19)**

- Anticipated Future Activities**
- Continue administration of planning, technical and staffing assistance grants targeting jurisdictions taking on majority of Plan Bay Area/Plan Bay Area 2040 jobs and housing.
  - Initiate regional studies that support PDA implementation.
  - Review updates to County PDA Investment and Growth Strategies upon submittal
  - Revise TOAH fund structure to speed fund deployment and loan repayment
  - Continue to pursue supportive TOD parking policies and programs

## **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 Program and 511 Marketing**
- **Support Transportation System Management Program**
- **Implement Regional Traveler Information Services**

## **Work Element 1222: Regional Carpool Program, Commuter Benefits Program & 511 Marketing**

### **Description**

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

The **Regional Carpool and Vanpool Programs** focus on forming and maintaining carpools and vanpools by:

- Operating and maintaining the region's automated online ride match software and database;
- Promoting the use of private sector carpool matching tools;
- Promoting and incentivizing carpools and vanpools, including as express lanes open;
- Reporting vanpool information to the National Transit Database for long term program funding;
- Providing vanpool support services;
- Coordinating outreach with county partners;
- Assisting during emergency situations and regional events affecting Bay Area travel; and
- Evaluating the services provided, as appropriate.

**Bay Area Commuter Benefits Program** activities include:

- Provide employer registration support for the Bay Area Commuter Benefits Program;
- Operate and maintain an employer registration database;
- Develop and maintain informational materials and self-help tools on 511.org; and
- Staff a phone help line for Bay Area Commuter Benefits Program support.

**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;
- Perform customer comment management and response;
- Support information dissemination during planned and unplanned transportation disruptions and emergencies;
- Distribute informational posters for the Regional Transit Information Centers (RTICs); and
- Support customer education of 511 services.

**Ongoing tasks:**

- Perform program/contract management and oversight for the Regional Carpool Program
- Perform program/contract management and oversight for the Vanpool Program
- Coordinate with local TDM programs and county agencies
- Conduct educational outreach/promotion of the 511 traveler information system

**Products**

Carpool Program Status Reports  
Carpool Program Implementation Plan  
Vanpool Program Start  
General 511 Program Marketing Plan  
Carpool/vanpool information on 511 and 511.org  
Bay Area Commuter Benefits Program information on 511  
and 511.org

**Estimated Completion Date**

Quarterly (or as required)  
June each year  
Summer 2017  
June each year  
Ongoing  
Ongoing

**No CPG funds used**

## **Work Element 1223: Support Transportation Management System 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 17-18 will include:

- Manage initiatives and complete tasks according to the work plan, processes, and budget included in the TMS Action Plan.
- Implement performance-based operation and maintenance strategies on traffic operation devices located along high priority corridors
- Improve access to comprehensive and accurate device inventory information, evaluate the effectiveness of existing hardware and systems, and devise a system upgrade/replacement plan to support equipment life cycle planning.
- Identify opportunities for device deployment and replacement.
- Initiate high priority communications connectivity projects.
- Monitor progress of device and communication repairs conducted as part of performance-based contract.
- 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.
- 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.

### **Work Products**

Provide maintenance and support for TMS projects

### **Estimated Completion Dates**

Ongoing

Maintain and replace/restore traffic operation devices on high priority corridors

Ongoing

Updates to the TMS Action Plan and Annual Work Plan

June 2018 (or as needed)

Inventory of hardware and systems at Transportation Management Center

August 2017

**No CPG funds used**

## **Work Element 1224: Implement Regional Traveler Information Services**

### **Description**

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

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

The 511 program launched its Next Generation system in June 2016, which includes an updated and streamlined phone service and website. The NextGen system provides multimodal trip planning; real-time traffic conditions, incidents, closures, and construction; transit schedules and real-time transit departures; real-time static parking availability and pricing information; and carpooling, vanpooling, and bicycling information. 511 provides support for regional programs, including the Bay Area Commuter Benefits Program, Drive Smart Bay Area, Bay Area Express Lanes, as well as local events affecting travel. 511 also offers data feeds and Application Programming Interfaces (APIs) for use by the developer community to create other tools and services.

Among its many roles, the 511 program:

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

### **Ongoing tasks:**

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

**Major Products**

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

**Delivery Dates**

Ongoing

Ongoing

Ongoing

Ongoing

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

**No CPG funds used**

## **Work Element 1230: Highway and Arterial System 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 and Transit Management**
- **Implement Incident Management Program**
- **Freeway Performance Initiative Corridor Studies & Implementation**
- **Technology-Based Operations and Mobility**



## **Work Element 1228: Emergency Communication Operations**

### **Objective**

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

### **Description**

MTC has provided the 12 largest transportation agencies, Caltrans District 4, 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. Mobile satellite phones have been distributed to the General Managers of the largest 13 transportation agencies, four MTC executives and the MTC emergency operations center.

The 23-member stationary satellite phone talk group performs monthly communications checks and the 18 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.

### **Planning Factors Addressed**

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Improve the resiliency and reliability of the transportation system

### **Tasks**

- Conduct monthly stationary satellite phone communication drills.
- Provide annual training for mobile satellite phone users.

### **Major Products**

Stationary Satellite Phone Communication Drills

Mobile Satellite Phone one-on-one training

### **Estimated Completion Date**

Monthly

Annually

**No CPG funds used**

## Work Element 1234: Arterial and Transit Management

### 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  
Within 24 to 36 months of project initiation,  
depending on project complexity  
Organize Technology Transfer Seminars

### Delivery Dates

Quarterly  
Quarterly  
Annually  
  
Bi-annually

No CPG funds used

## **Work Element 1235: Implement Incident Management Program**

### **Description**

I-880 Integrated Corridor Management (ICM) Northern Segment project. The purpose of the project is to manage arterial traffic that has naturally diverted due to an incident and route motorists back to the freeway using ITS strategies (e.g., trailblazer signs, cameras) to optimize operations. The project involves coordination with multiple agencies, including Caltrans, the City of Oakland, the City of San Leandro, and AC Transit.

Incident Management Task Force. The purpose of this task force is 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:**

- Oversee construction, system integration, and testing of the I-880 Northern Segment integrated corridor management (ICM) project. To manage traffic that naturally diverts from the freeway due to major incident on I-880, the arterial incident management project proposes to install ITS equipment on arterial streets along the I-880 corridor in the Cities of Oakland and San Leandro.
- 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, PG&E, Public Works and FHWA. The multi-agency partnership promotes and facilitates coordination among traffic incident management and response personnel, to enhance the safe and quick clearance of traffic incidents.

### **Major Products**

### **Delivery Dates**

Implement IM projects

Ongoing

Hold inter-agency incident coordination workshops

Quarterly

I-880 ICM project construction

Fall 2018

**No CPG funds used**

## **Work Element 1237: Freeway Performance Initiative Corridor Studies & Implementation**

### **Description**

MTC continues to focus on ways to improve the efficiency, safety and reliability of freeway travel for people and freight through improved freeway, arterial, and transit operations.

The Bay Area Forward (BAF) is a comprehensive operations program that diagnoses key transportation problems, assesses and recommends specific mitigations, and implements recommended mitigations within available resources and partnership support. More specifically, major transportation corridors are analyzed and effective operational strategies for congestion mitigation and demand management are identified and prioritized. BAF delivers cost-effective operational strategies (such as adaptive ramp metering, shoulder running lanes for buses and HOVs, Traffic Operations Systems, arterial/transit priority signal upgrades, and higher vehicle occupancy strategies) 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. It also looks to implement person throughput strategies and policy changes called for in the Managed Lanes Implementation Plan. Overall, BAF planning and capital projects aim to better manage and operate Bay Area freeways, arterials, and transit systems.

### **Federal Planning Factors**

The BAF is funded with Federal STP and CMAQ funds and meets the following Federal Planning Factors as described in Title 23 of the USC Section 134(f) revised:

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

### **Tasks**

Conduct corridor studies/design alternative assessments to identify major bottlenecks, determine causes for congestion, develop potential mitigation measures, and assess their effectiveness, in coordination with Caltrans, Bay Area Congestion Management Agencies (including local jurisdictions), and Bay Area transit operators.

- Conduct analyses for the feasibility of installing and activating ramp meters; develop staging plans for 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, Bay Area Congestion Management Agencies, and other partners in the capital project delivery of recommended operational/capital improvements.
- Conduct design alternative assessments on key corridors to identify operational improvements from congestion relief, system performance, safety, design feasibility, and cost perspectives. Identify strategies to increase person throughput by improving transit and carpool travels, as ways to encourage mode shift away from solo drivers.
- Conduct analyses for the feasibility of installing and activating other active traffic management and mobility management strategies, such as adaptive ramp metering, hard shoulder running, etc.
- Identify short and long-term transportation funding needs to fully implement and deliver BAF strategies.
- Support related operational planning activities in support of managed lanes, MTC Express Lanes Program, Connected Vehicles, etc.

- Monitor system performance and collect/analyze data to inform analysis and policy changes.

**Major Products**

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

**Delivery Dates**

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

**No CPG funds used**

## **Work Element 1238: Technology-Based Operations & Mobility**

### **Description**

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

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

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

- Intersection-based arterial deployments to enable a variety of safety, mobility, and sustainability applications;
- Freight-focused solutions to reduce emissions related to operations at the Port of Oakland;
- Freeway-oriented deployments to increase the functional capacity of heavily congested corridors, promote high-occupancy modes and reduce non-recurrent delay by improving incident management; and
- Deploying systems that support advanced traveler information dissemination to connected vehicles in order to positively influence traveler behavior and encourage mode shift.

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

### **Federal Planning Factors**

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

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

**Ongoing Tasks**

**Shared Use Mobility**

- Conduct planning analysis to assess opportunities to address ways to close first/last mile issues, provide innovative shared-use services, better operate or provide augmented transit services, etc.
- Develop project concepts, designs, and capital delivery plans
- Identify available funding
- Deploy projects on small-scale basis to address specific issues, evaluate results, and consider regional deployment as appropriate

<b>Products</b>	<b>Estimated Completion Date</b>
Operations/Planning Analyses	Ongoing
Project Development	Ongoing
Deployment	Ongoing
Before/After Evaluations	Ongoing

**Connected and Autonomous Vehicles (CV/AV)**

- Conduct technology studies and alternative assessments to evaluate the readiness and scalability of connected vehicle technologies.
- Conduct analyses for the feasibility of installing and activating connected vehicle technologies; develop staging plans for connected vehicle implementation; conduct before and after studies to assess benefits of connected vehicle technologies after implementation; and identify best practices for connected vehicle deployments.
- Coordinate internally through oral and written reports to update management and/or staff on the status of the Connected and Autonomous Vehicles Program.
- Coordinate special stakeholder meetings/forums/workshops to discuss topics related to connected vehicles, autonomous vehicles, and/or self-driving vehicles.
- Support and provide updates to local stakeholders through MTC’s Arterial Operations Committee and other groups, as needed.
- Coordinate Tech Transfer seminars to provide information on a variety of topics related to connected vehicle and autonomous vehicle technologies and/or deployments.

<b>Products</b>	<b>Estimated Completion Date</b>
Reports on program activities and direction	Monthly
Status reports on active CV/AV initiatives	Monthly
Data feeds/APIs/tools for use by public agencies and developers	Ongoing
Regional workshops and information for public agencies	As needed

Tech Transfer seminars	As needed
Policy recommendations	As needed
Technology studies/design alternative assessments	As needed
Other related technical studies/operational analyses	As Needed

**No CPG funded 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 in collaboration with Caltrans District 4, and monitoring and reporting on the project delivery and expenditure of funds.

### Major Tasks

Tasks in this work element overlap with tasks in work elements 1512 and 1517.

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

Major Products to be delivered in FY 2017-18	Estimated Completion Dates
Proposed Estimate and Distribution of Transit Operating Revenue	Spring 2018
Annual Report: Financial Elements	Spring 2018
2017 Transportation Improvement Program Amendments	Ongoing
Transit Sustainability Project Task Orders	Ongoing
2019 TIP Development	Spring 2018
Proposition 1B (Transportation Bond) Program Delivery	Ongoing
FY 2016-17 to 2017-18 FTA Program Adjustments and Implementation	Spring/Summer 2017 and 2018
FY 2016-17 to FY 2017-18 STP/CMAQ Program Implementation	Spring/Summer 2017 and 2018
Federal Funding Obligation Plan	Fall 2017
Finalize/Enhance Modules of Integrated Funding Database	Ongoing
Statistical summary of transit operators	Spring 2018
Performance Audit final reports	Summer 2017

## **Work Element 1233: Transportation Asset Management (TAM) Program**

### **A. Project Description**

#### **Objectives**

- Provide comprehensive data on the region's transportation capital asset maintenance, rehabilitation and replacement needs.
- Prepare and analyze investment strategies geared towards meeting performance targets for state of good repair, and monitor progress towards meeting those targets.
- Support Department of Transportation (DOT) requirements that recipients and sub-recipients of Federal funding develop Transit Asset Management Plans and use an asset management system to develop capital asset inventories.
- Comply with DOT requirements for 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)
- Reduce or mitigate storm water impacts of surface transportation through non-pavement asset management activities including storm drain inventory and condition monitoring, and encouragement of best practices in run-off mitigation as it relates to roadway repair

#### **Description**

- Update and refinement of the Regional Transit Capital Inventory
- Develop, upgrade, maintain and distribute the StreetSaver and StreetSaver Plus software
- Develop regional and operator-based forecasts of transit capital maintenance and repair needs, available funding sources, and condition scenarios based on revenue options
- Facilitate the development of Transit Asset Management plans
- Develop local and regional forecasts of pavement and non-pavement repair needs, available funding sources, and condition scenarios based on revenue options
- Conform performance measures and monitoring activities related to asset conditions to federal and state requirements.
- Provide guidance and instruction on best practices in asset management
- Provide performance monitoring guidance and tools
- Develop models and processes for integrating Transportation Asset Management objectives into regional multi-objective decision-making
- Provide oversight of the Statewide Local Streets and Roads Needs Analysis Project
- Develop the Annual Regional Summary of Pavement Conditions
- Implement Pavement Management Program (PMP) certification procedures.
- Provide program updates and technical assistance to StreetSaver users
- Implement the Pavement Management Technical Assistance Program (P-TAP)
- Implement the Data Quality Management Program for P-TAP
- Facilitate meetings of the Local Street and Road Working Group
- Facilitate meetings of the Transit Asset Management working groups

## B. Planning Factors Addressed

- Foster a regional approach to transportation planning by promoting cooperation and coordination in efforts to improve the state repair of transportation assets;
- Establish prioritization for investment in the existing transportation system;
- Develop performance goals and track progress made in attaining them;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Reduce or mitigate storm water impacts of surface transportation;

## C. Previous Accomplishments

- P-TAP grant program:  
<https://mtc.legistar.com/LegislationDetail.aspx?ID=2544508&GUID=9574AB51-3482-4C20-9817-D67917EF04AF>
- PCI Summary: <http://mtc.ca.gov/tools-and-resources/digital-library/pavement-condition-bay-area-jurisdictions-2015>
- Plan Bay Area 2040 Draft Needs Assessments  
<https://mtc.legistar.com/gateway.aspx?M=F&ID=54fe5d92-28b0-4e41-a25c-b081add5b8a9.pdf>
- Statewide Needs Assessment <http://www.savecaliforniastreet.org>
- *Vital Signs*  
<http://www.vital signs.mtc.ca.gov/transit-asset-condition>  
<http://www.vital signs.mtc.ca.gov/street-pavement-condition>

## D. Work Plan (FY 2017-18)

Task No.	Task Description	Work Products	Start Date	End Date
1	Provide technical training and support for StreetSaver users	Assistance as requested	7/01/17	6/30/18
2	Regional Transit Capital Inventory Update	Inventory of Transit Assets	7/01/17	6/30/18
3	Regional summary of pavement conditions	Regional Condition Summary	7/01/17	6/30/18
4	Transit Asset Management (TAM) Plan development and assistance	Draft group TAM plan(s)	7/01/17	6/30/18
5	Statewide Needs Assessment	2018 Statewide Needs Assessment	7/01/17	6/30/18
6	Provide support to Local Street & Road and Transit Asset Management Technical Advisory Committee	Meetings and Meeting Materials	7/01/17	6/30/18
7	Implement the P-TAP Grant Program	Program of Projects	7/01/17	6/30/18

## E. Anticipated Future Activities (FY 2018-19)

- Anticipated Future Activities**
- 2018 Regional Pavement Condition Summary
  - Transit Asset Management Plans
  - 2018 RTCI Update
  - 2020 Statewide Needs Assessment

## 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 various toll bridge-related revenues to support public transportation programs and projects. Administration of these funds requires development, maintenance and distribution of fund application forms and instructions; related financial accounting; evaluation of fund applications (“claims”); development of materials to support allocation recommendations to the Commission; assistance to applicants in compliance with procedural, regulatory and statutory requirements.

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

### Ongoing tasks:

- Evaluate requests for TDA, STA, AB1107 and Bridge Toll funds and allocation recommendations
- Oversee Triennial Performance Audits and Review Related Recommendations
- Adopt Annual Productivity Improvement Program (PIP)

### Previous Accomplishments

- Productivity Improvement Program: [mtc.legistar.com/gateway.aspx?M=F&ID=451e2a3c-9fed-4da0-b7e9-31ef428b270e.pdf](http://mtc.legistar.com/gateway.aspx?M=F&ID=451e2a3c-9fed-4da0-b7e9-31ef428b270e.pdf)
- Triennial Performance Audit Report: [mtc.legistar.com/gateway.aspx?M=F&ID=451e2a3c-9fed-4da0-b7e9-31ef428b270e.pdf](http://mtc.legistar.com/gateway.aspx?M=F&ID=451e2a3c-9fed-4da0-b7e9-31ef428b270e.pdf)

### Products

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

### Estimated Completion Date

Ongoing  
Spring 2018  
Summer 2017  
Fall 2017

## 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.
- 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. Development of 2018 RTIP.
- Implement the Active Transportation Program (ATP) Cycles 1, 2, and 3.
- Successfully deliver projects using state transportation funds, including STIP, Proposition 1B funds, and Cap and Trade Programs (such as Low Carbon Transit Operations Program (LCTOP)), within the deadlines prescribed by the fund source.
- Develop and implement, in cooperation with the State of California, the California Freight Investment Program (CFIP) which is partially funded through National Highway Freight Program (NHFP) funds.
- Actively monitor and assist in the delivery of project funding, produce and distribute project monitoring status reports.
- Develop and implement a Regional Advance Mitigation Planning (RAMP) Program that will analyze and consider mitigation opportunities well in advance of project construction, in order to more efficiently deliver projects and conserve resources.
- 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)
  - Northern California Trade Corridors Coalition (NCTCC)
  - California State Rail Plan Stakeholders Advisory Group
- Support future efforts to improve delivery and increase funding of statewide programs.
- Senate Bill 45 (Chapter 622, Statutes 1997) transferred a number of programming responsibilities to the Regional Transportation Planning

#### Description

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 provides assistance to project sponsors that are in danger of not meeting those deadlines.
- Proposition 1B (Chapter 25, Statutes 2006) provided almost \$20 billion in new 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 FY2017-18 State budget proposes substantial funding in statewide Cap and Trade funding across various transportation program categories. Additionally, the Legislature also enacted a trailer bill, Senate Bill 862, providing a long-term funding framework by allocating percentages of future funds across similar program categories, including the Low Carbon Transit Operations Program (LCTOP) which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. As the MPO, MTC is responsible for programming the population-based funds under this program. MTC also helps coordinate High Speed Rail efforts within the Bay Area.
- MTC has created a web-enabled fund tracking database known as the Fund Management System (FMS), which is used to monitor STIP 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, and incorporating federally required performance measures in the FTIP

## B. Planning Factors Addressed

### Planning Factors Addressed

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

## C. Previous Accomplishments

### Objectives

- Same as above

### Accomplishments

- Development, implementation and delivery of the 2016 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 and other freight-related funding programs and planning efforts.
- Programming and monitoring of Prop 1B funds (including Transit, Security and Trade corridors).
- Participation in various statewide funding, programming, and delivery committees and groups
- Development of Cycles 1, 2, and 3 of the Active Transportation Program
- Meetings of the Regional Advance Mitigation Planning (RAMP) Program Technical Advisory Committee (TAC) to develop a framework for RAMP implementation in the Bay Area and pilot programs.
- Adoption of regional Cap and Trade framework to guide programming and prioritization of Cap and Trade funds over the *Plan Bay Area* timeframe and a distribution framework for the programming of LCTOP funds.
- Release of enhancements to Fund Management System including new monitoring feature to more accurately track federal obligations.

### Work Products

- Monthly project status reports for 2014/2016 STIP delivery: <http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
- 2016 RTIP: [http://mtc.ca.gov/sites/default/files/%2100\\_2016%20RTIP%20Final\\_NoMapPR.pdf](http://mtc.ca.gov/sites/default/files/%2100_2016%20RTIP%20Final_NoMapPR.pdf)
- STIP Amendments and Extensions: <http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and>

- Cycle 1 Regional Active Transportation Program
- Cycle 2 Regional Active Transportation Program:  
<http://mtc.ca.gov/sites/default/files/2015%20rATP2%20Final%20Program.pdf>
- Cycle 3 Regional Active Transportation Program:  
[http://mtc.ca.gov/sites/default/files/RES-4218\\_approved.pdf](http://mtc.ca.gov/sites/default/files/RES-4218_approved.pdf) (Guidelines)
- Updated and enhanced fund management and project tracking database :  
<http://fms.mtc.ca.gov/fms/pages/reportManager/reportHomeFundingReports.jsp>
- Cap and Trade Framework:  
[http://mtc.ca.gov/sites/default/files/Cap\\_and\\_Trade\\_Fact\\_Sheet\\_0.pdf](http://mtc.ca.gov/sites/default/files/Cap_and_Trade_Fact_Sheet_0.pdf)
- Caltrain Electrification Funding Agreement
- Program of Projects for FY 16 LCTOP

**D. Work Plan (FY 2017-18)**

<b>Task No.</b>	<b>Task Description</b>	<b>Work Products</b>	<b>Start Date</b>	<b>End Date</b>
1	Prepare STIP Amendments and Extensions as requested	<ul style="list-style-type: none"> <li>▪ STIP Amendments</li> <li>▪ STIP Extensions</li> </ul>	7/01/2017	6/30/2018
2	Prepare status reports on 2017-18 STIP project delivery	<ul style="list-style-type: none"> <li>▪ Status Reports on 2017-18 STIP Delivery</li> </ul>	7/01/2017	6/30/2018
3	Prepare status reports on Proposition 1B project delivery	<ul style="list-style-type: none"> <li>▪ Status Reports on Prop. 1B Delivery</li> </ul>	7/01/2017	6/30/2018
4	Develop enhancements to web-enabled funding database	<ul style="list-style-type: none"> <li>▪ Updated database</li> </ul>	7/01/2017	6/30/2018
5	Participate in various statewide funding, programming, and delivery committees and groups	<ul style="list-style-type: none"> <li>▪ Documents produced by committees</li> </ul>	7/01/2017	6/30/2018
6	Implement the 2016 RTIP in coordination with CMAs, transit operators, and Caltrans	<ul style="list-style-type: none"> <li>▪ Provide assistance as needed to STIP project Sponsors and CMAs</li> </ul>	7/01/2017	6/30/2018
7	Develop the 2018 RTIP in coordination with CMAs, transit operators, and Caltrans	<ul style="list-style-type: none"> <li>▪ 2018 RTIP Guidelines and Programming</li> </ul>	7/01/2017	6/30/2018
8	Implement Cycles 1, 2, & 3 ATP	<ul style="list-style-type: none"> <li>▪ Cycles 1, 2, &amp; 3 ATP</li> </ul>	7/01/2017	6/30/2018
9	Develop and implement California Freight Investment Program (CFIP)	<ul style="list-style-type: none"> <li>▪ CFIP Programming and Implementation</li> </ul>	7/01/2017	6/30/2018
10	Develop Regional Advance Mitigation Planning (RAMP) Program	<ul style="list-style-type: none"> <li>▪ RAMP Framework for Implementation and Pilot Programs</li> </ul>	7/01/2017	6/30/2018
11	Attend CTC meetings	<ul style="list-style-type: none"> <li>▪ Email of meeting highlights for stakeholders and Letter for CTC Commissioners</li> </ul>	7/01/2017	6/30/2018
12	Develop FY 2017-18 LCTOP Population-Based program, coordinate with CalSTA, AGC, CARB, on other processes (TRCP, AHSC, HSR, ZEV)	<ul style="list-style-type: none"> <li>▪ Annual Transit Operating and Capital Program</li> </ul>	7/01/2017	6/30/2018



13	Cap & Trade Development	▪ Ongoing project monitoring	7/01/2017	6/30/2018
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**E. Anticipated Future Activities (FY 2018-19)**

**Anticipated Future Activities**    ▪    Same as above

**F. Budget**

**No CPG funds used**

## Work Element 1518: FTA Elderly & Disabled/New Freedom Programming

### A. Project Description

**Objectives:** 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.

**Description:** Caltrans is the designated recipient of 5310 funds, but entered into a memorandum of understanding with MTC to jointly administer the FY2015, FY2016 and FY2017 program. MTC is responsible for project 1510

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 pre-FAST 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, provided 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. In its role as the designated recipient of FTA Section 5317 New Freedom funds for the Bay Area's large urbanized areas, MTC conducted and programmed 5 Cycles of New Freedom grants. When the Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted, the FTA Section 5317 New Freedom program was repealed and merged into the Section 5310 program. Activities formerly eligible under the New Freedom Program are now eligible under Section 5310. MTC continues to perform regular program oversight functions for Cycles 1-5.

This new Section 5310 program requires that not less than 55 percent of funds be available for "traditional" 5310 capital projects, i.e. replacement or purchase of vehicles, equipment (such as communication equipment, computer hardware, and wheelchair restraints), and mobility management projects. In addition to the required capital projects, up to 45 percent of funds may be utilized for projects that were formerly eligible under New Freedom: additional public transportation projects that exceed the ADA minimum requirements, improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service, or provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

### B. Planning Factors Addressed

#### Planning Factors Addressed

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

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

### C. Previous Accomplishments

- Objectives**
- Same as above
- Accomplishments**
- Prepared program guidelines for each 5310 funding cycle
  - Conduct Calls for Projects and project selection process for both 5310 and 5 New Freedom grant cycles.
  - Prepare Section 5310 programs of projects and regional priority lists
  - Prepare and maintain New Freedom subrecipient funding agreements
- Work Products**
- New Freedom Cycle 1 Program of Projects ([MTC Resolution No. 3847](#))
  - New Freedom Cycle 2 Guidelines and Program of Projects (MTC Resolutions Nos. [3871](#) and [3877](#))
  - New Freedom Cycle 3 Guidelines and Program of Projects (MTC Resolution Nos. [3905](#) and [3930](#))
  - New Freedom Cycle 4 Guidelines and Program of Projects (MTC Resolution Nos. [4012](#) and [4041](#))
  - New Freedom Cycle 5 Guidelines and Program of Projects (MTC Resolution Nos. [4116](#) and [4135](#))
  - Most recent FTA Section 5310 Guidelines and Program Projects (MTC Resolution Nos. [4156](#) and [4168](#))

### D. Work Plan (FY 2017-18)

Task No.	Task Description	Work Products	Start Date	End Date
1	Submit reports and documents to FTA as required	<ul style="list-style-type: none"> <li>▪ FTA Quarterly Reports</li> <li>▪ FTA Annual Service Report</li> </ul>	July 2017	June 2018
2	For incomplete New Freedom Cycles 1 - 5 projects, monitor subrecipients' compliance with federal requirements as applicable	Monitoring reports prepared as required	July 2017	June 2018
3	Support implementation of FTA 5310 FY 15,16, 17 Program	FTA 5310 FY 15,16, 17 Program of Projects	Summer 2017	Summer 2018

#### **E. Anticipated Future Activities (FY 2018-19)**

- Anticipated Future Activities**
- Monitor ongoing Cycle 1, 2, 3, 4 and 5 New Freedom Projects
  - Provide technical support and assistance to project sponsors, county program administrators, and grant recipients
  - For ongoing New Freedom projects (if any), review and approve subrecipient invoices and quarterly reports, and monitor subrecipients' compliance with federal requirements
  - Submit reports and other documentation to FTA as required

## **Work Element 1150: Agency Management**

### **Objective**

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

<b>Major Tasks</b>
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- **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), and 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements (Uniform Guidance) for Federal Awards as well as with the accounting policies and procedures established by the Commission. Also, confirm financial management through an annual independent audit. Respond to the audit committee for annual audit results.

### Ongoing tasks:

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

### Products

### Estimated Completion Date

Operating and Capital Budgets	Jul-17
Financial Reports	Monthly
Financial Summaries	Monthly
Requisitions to Funding Sources	Monthly or as required
Quarterly Progress Reports	Quarterly
Annual Independent Audit	Fall 2017
Investment Reports	Monthly
OWP	Jun-18
Compliance Audits	As required

**Included as part of ICAP**

<p><b>Work Element 1153: Administrative Services</b></p>
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**Description**

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

**Ongoing tasks:**

- Development and administration of all human resources programs and projects including recruitment, employment administration, organizational development and succession, compensation management, staff development and training, employee benefits program design and administration, wellness and safety program oversight, summer intern program administration, employment compliance monitoring, and agency policy administration.
- Purchasing, procurement and contract management services including the administration and monitoring of the agency’s DBE, SBE and Title VI program and compliance.
- Business operations support including copying and mail services, janitorial and security vendor management, general services support, workspace planning, furniture and fixture upkeep, employee and agency parking facilities oversight, and fleet vehicle management.
- Management of agency business insurance program.
- Oversight of agency reception area.
- Provide management and staff services to Regional Administrative Facility Corporation (RAFC). This activity will be ending by FY2016-17. See narrative for Work Element 1157 Building Maintenance.

**Products**

**Estimated Completion Date**

Administrative Policies and Procedures	Ongoing
Contracts, Purchase Orders and Agreements	Ongoing
Recruitment and Employment Administration	Ongoing
Organizational Development and Compensation Administration	Ongoing
Employee Benefits Program Administration	Ongoing
Summer High School Intern Programs	June – September 2016
Compliance Monitoring (all programs)	Ongoing
General Services Support	Ongoing
Facilities Administration	Ongoing
Annual submittal of Caltrans form 9-B	July 2016
DBE Semi- annual Progress Reports	October 2016/April 2017
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

Website maintenance  
Other graphics products

### Estimated Completion Date

Daily  
As required

**\* Included as part of ICAP**



## **Work Element 1157: Building Maintenance**

### **Description**

As of May 23, 2016, MTC and ABAG vacated the MetroCenter building and relocated to their new headquarters building at 375 Beale Street in San Francisco. MTC has been working with all parties on an agreement to sell the MTC and ABAG ownership interest to BART. On May 9, 2016, BART exercised its Right of First Refusal (ROFR) to acquire both MTC and ABAG's interest in the building. Closing of the BART purchase transaction is pending final approval.

MTC continues to provide property management services on behalf of the condo owners but is also working with BART on a transition plan to ensure that all functions are completely transitioned by close of escrow including property and building management services, room reservation scheduling and set ups, and all administrative, financial and legal services. MTC and BART have assigned staff to a joint team to work on the overall transition of duties.

### **Products**

RAFC Annual CPA Audit and Tax Returns

### **Estimated Completion Date**

After sale of MetroCenter.

**\* Included as part of ICAP**

## **Work Element 1161: Information Technology Services**

### **Description**

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

Acquisition, implementation and maintenance of new information technology systems, software, and services are another important support task. This includes development of applications that support business. 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 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**

- Develop an Effective Legislative Program
- Advocate Legislative Programs

<b>Major Products to be delivered in FY 2017-18</b>	<b>Estimated Completion Dates</b>
Annual Report to Sacramento delegation	Winter 2018
Annual Report to Congressional Delegation	Winter 2018

## **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**

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

### **Estimated Completion Date**

Monthly  
As required  
As required  
As required  
As required  
Winter 2018  
Winter 2018

**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 2018  
Winter 2018

**Not funded through the OWP process**

## Work Element 1230: Highway and Arterial System 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 Freeway Assist System**
- **SAFE Freeway Service Patrol (FSP)**

<b>Major Products To Be delivered in FY 2017-18</b>	<b>Estimated Completion Dates</b>
Annual SAFE operating budget	Spring
Provide freeway patrol service on 550 miles of freeway	Ongoing
Provide support to the Local Streets & Roads Committee	Monthly
Reports on call box system usage and operation	Monthly
TETAP and RSTP projects and services	Ongoing

**All SAFE activities are not funded by CPG Grants**

## **Work Element 6031: SAFE Regional Freeway Assist System**

### **Description**

In 1988 the Commission became the Service Authority for Freeways and Expressways (SAFE) and installed call boxes in the nine Bay Area counties. This call box network has been paired down and is supplemented by the Freeway Assist System. The Freeway Assist System allows a motorist to use their cell phone to obtain freeway assistance by dialing 511 to reach the same call answering center that is used for all call boxes. The MTC SAFE partners with Caltrans to install new call boxes as needed and to develop other motorist aid systems. Freeway Assist is linked to the California Highway Patrol (CHP), as well as regional call box answering services. SAFE monitors program performance to ensure a timely response to users and keep boxes in service with timely maintenance.

### **Ongoing tasks:**

- Replace system components to extend the life of the call boxes and reduce maintenance costs
- 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
  - Continue to implement Freeway Assist service using the 511 phone system
  - Modify call box system to increase spacing on the bridges and to standardize the call box signs to a similar size on the bridges and rural areas.

### **Products**

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**

<b>Work Element 6032: SAFE Freeway Service Patrol (FSP)</b>
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**Description**

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

**Ongoing tasks:**

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

**Products**

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.

<b>Major Tasks</b>
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- **Project Management**
- **BATA Lane Operations and Toll Collection**
- **BATA Administration**
- **BATA Finance**
- **Regional Measure 2**
- **Implement the Regional Regional Express Lanes**

<b>Major Products To Be delivered in FY 2017-18</b>	<b>Estimated Completion Dates</b>
Program Project Monitoring report	Monthly
Annual Toll Bridge Report to the Legislature	Fall 2017
Audit of toll revenues and expenditures	Fall 2017

*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 Regional Customer Service Center. In 2014, BATA completed an upgrade of the Customer Service Center system, and the service center is currently processing transactions for BATA, Golden Gate Bridge, Highway and Transportation District, the San Francisco Airport and regional 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 electronic toll collection (ETC) equipment at the Toll Plazas. In 2016, BATA integrated Alameda County Transportation Commission's new Express Lane on I-580 into the Regional Customer Service Center.

Additionally, BATA provides funding for manual toll collection provided by Caltrans Staff.

### **Ongoing tasks:**

- Administer contract for the operation of the Regional Customer Service Center
- Toll Collection Strategic Plan
- Manage and operate the Regional Customer Service Center
- Administer contract for operations and maintenance of toll equipment in the field
- Plan for upgrade of toll collection equipment to support new tolling system protocol in 2019
- Integrate BAIFA Express Lanes systems to be supported by the Regional Customer Service Center
- Manage BATA network infrastructure
- Manage manual toll collection budget with Caltrans staff

### **Products**

### **Estimated Completion Date**

Bay Area Toll Bridge Program FY 2017-18 Budget  
Regular maintenance of ETC Toll system

July 2017  
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**

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

### **Estimated Completion Date**

Monthly  
Annually  
Monthly  
Monthly  
Annually

**Not funded by CPG Grant**

## Work Element 1255: Regional Measure 2

### Description

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

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

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 projects will continue through 2018.

### Ongoing tasks:

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

### Products

Project and Program Allocations  
Progress Report to Commission  
Operating Program Performance Review  
Adoption of Operating Program Budget

### Estimated Completion Date

As required  
Semi-Annual / Annual  
Annual  
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 Ala/CC/Sol-80, Ala-880, CC-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;
- Completed design of a regional brand/logo called Bay Area Express Lanes and a statewide brand for switchable tags called FasTrak® Flex (October 2014);
- Received Caltrans' approval of Preliminary Approval/Environmental Documents (PA/ED) for CC-680 Southern Segment (September 2014);
- Conducted public outreach meetings for Ala-880 (February 2015);
- Received final Plans, Specification & Estimates (PS&E) approval from Caltrans for CC-680 Southern Segment (April 2015);
- Approved and updated a \$342 million Express Lane Program Expenditure Plan (June and December 2015), which refined express lane phasing priorities;
- Awarded a contract to build CC-680 Southern Segment (June 2015);
- Received environmental clearance from Caltrans for the backhaul communications network (June 2015);
- Received first Fastrak Flex® toll tag shipment (June 2015);
- Launched [www.bayareaexpresslanes.org](http://www.bayareaexpresslanes.org) (July 2015);
- Updated the Concept of Operations (July 2015);

- Conducted a public outreach meeting for Sol-80 (August 2015);
- Received final design approval for both the backhaul from Caltrans (September 2015);
- Received PA/ED approval for Ala-880 (October 2015);
- Coordinated w/Caltrans to include certain Ala-880 elements (sign/light foundations, conduit) in their Median Barrier Replacement Project;
- Initiated work on CC-680 Northern Segment with CCTA;
- Approved installation drawings for the toll system on CC-680 Southern Segment (December 2015)
- Received Caltrans approval of toll system installation drawings for CC-680 Southern Segment (December 2015);
- Awarded a contract to build the backhaul communications network (December 2015) and complete backhaul-related fiber network for CC-680 Southern Segment (est. December 2016);
- Adopted a toll ordinance governing BAIFA express lanes (July 2016);
- Complete civil construction for CC-680 Southern Segment (est. Feb 2017)
- Receive Caltrans approval of final PS&E for Ala-880 (est. Feb 2017) and receive encroachment permit thereafter
- Complete installation and testing of toll system for CC-680 Southern Segment and Regional Operations Center buildout (est. Spring 2017)
- Open CC-680 Southern Segment to traffic (est. late Spring 2017)
- Perform public outreach to support lane opening (est. Spring 2017)
- Receive Caltrans' approval of PA/ED for CC-680 Northern Segment (est. Spring 2017)
- Concept of Operations
- Requests For Proposals (RFPs) and resulting contracts
- PA/ED Documents
- PS&E Documents
- Functioning toll system
- Completed civil improvements
- Website about express lanes
- BAIFA Committee memos, presentations, etc.

**Work Products**

**C. Work Plan (FY 2017-18) \***

Work in FY 17-18 will continue conversion of existing HOV lanes to express lanes.

<b>Task No.</b>	<b>Task Description</b>	<b>Work Products</b>	<b>Start Date</b>	<b>End Date</b>
1	Perform program management for BAIFA's Express Lanes such as: <ul style="list-style-type: none"> <li>▪ Organizational/Staffing Analysis</li> <li>▪ Financial Analysis</li> <li>▪ Schedule Analysis</li> <li>▪ Risk Analysis</li> <li>▪ Change Management</li> <li>▪ Coordinate with other agencies developing BAIFA's express lanes</li> <li>▪ Toll policy coordination, etc.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Technical memos or reports</li> <li>▪ Project Schedules</li> <li>▪ Risk Register</li> <li>▪ Change Control Document</li> </ul>	7/1/17	6/30/18
2	Perform public outreach and education to support project delivery	<ul style="list-style-type: none"> <li>▪ Website</li> <li>▪ Research</li> </ul>	7/1/17	6/30/18



	and operations (website, in-person meetings, media, public open houses, launch, etc.)	<ul style="list-style-type: none"> <li>▪ Outreach plans</li> <li>▪ Materials (maps, FAQs, presentation boards, video, etc.)</li> <li>▪ Media buys</li> </ul>		
3	Operate and maintain the CC-680 Express Lanes.	<ul style="list-style-type: none"> <li>▪ Standard Operating Procedures</li> <li>▪ Maintenance agreements</li> </ul>	7/1/17	6/30/18
4	Award a contract for Ala-880 civil work and begin construction.	<ul style="list-style-type: none"> <li>▪ Contract</li> </ul>	7/1/17	6/30/18
5	Begin installation of the toll system on Ala-880.	<ul style="list-style-type: none"> <li>▪ Testing results</li> <li>▪ Toll system improvements</li> </ul>	7/1/17	6/30/18
6	Begin construction of the backhaul communications network and PG&E service for Ala-880.	<ul style="list-style-type: none"> <li>▪ Fiber optic cable network</li> <li>▪ Leased line agreements</li> </ul>	7/1/17	6/30/18
7	Coordinate with BATA on FasTrak Flex <sup>®</sup> toll tag distribution, outreach/messaging, customer service and future 6C tolling technology.	<ul style="list-style-type: none"> <li>▪ Outreach plans</li> </ul>	7/1/17	6/30/18
8	Complete Plans, Specifications & Estimates for Sol-80 and CC-680 Northern Segment	<ul style="list-style-type: none"> <li>▪ PS&amp;E documents</li> </ul>	7/1/17	6/30/18
9	Procure and award a contract for construction of CC-680 Northern Segment.	<ul style="list-style-type: none"> <li>▪ Procurement documents</li> <li>▪ Contract</li> </ul>	7/1/17	6/30/18
10	Coordinate with CMAs, Caltrans and CHP on planning and operations of express lanes (ESC, PIWG, other meetings).	<ul style="list-style-type: none"> <li>▪ Staff reports</li> <li>▪ Presentation materials</li> <li>▪ Meeting agendas and notes</li> </ul>	7/1/17	6/30/18
11	Prepare items for BAIFA policy board review and approval.	<ul style="list-style-type: none"> <li>▪ Staff reports</li> <li>▪ Presentation materials</li> <li>▪ Meeting agendas and notes</li> </ul>	7/1/17	6/30/18
12	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"> <li>▪ Staff reports</li> <li>▪ Presentation materials</li> <li>▪ Meeting agendas and notes</li> </ul>	7/1/17	6/30/18

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

#### **D. Anticipated Future Activities (FY 2018-19)**

**Anticipated Future Activities**

- Operate CC-680 Southern Segment express lanes, monitor performance and respond to issues as needed.
- Perform public outreach and education to support CC-680 Southern Segment operations as needed.
- Coordinate HOV occupancy enforcement by CHP for CC-680 Southern Segment.
- Continue coordination with Caltrans, CHP and CMAs on project planning, development and implementation.
- Continue civil and toll system project development according to phasing priorities established by BAIFA for Ala-880, CC-680 Northern Segment and Sol-80.
- Pursue project development activities for gap closure segments.

**Not Funded by CPG Grant**

**BUDGET SUMMARY**

**FY 2017-18**

**FY 17/18 Total Overall Work Program Direct Services Project Revenue Estimates (FINAL)**

	Total Budget	FHWA PL (1)	FTA 5303 (2)	Estimated	Estimated			Estimated	Estimated		General	Local	
	Revenue	Incl. T.C. Match	Incl. T.C. Match	FHWA C/O (3)	FTA 5303 C/O (4)	STP PL	FTA/JARC	FTA 5304 c/d	SP&R c/o	CMAQ	STP	Fund	Funds
<b>Planning Funds</b>													
1110 Commission and Advisory Committees	892,370	220,000	16,000			0				0	0	656,370	0
1113 Support the Partnership Board	773,225	200,000	15,000			0				0	0	558,225	0
1114 Support Policy Advisory Council	119,145	20,000	1,000			0				0	0	98,145	0
<b>1120 Planning Emphasis Areas</b>	<b>17,273,352</b>	<b>4,615,586</b>	<b>1,529,898</b>	<b>75,000</b>	<b>2,276,482</b>	<b>926,335</b>	<b>439,617</b>	<b>710,383</b>	<b>280,773</b>	<b>0</b>	<b>0</b>	<b>4,087,120</b>	<b>2,332,159</b>
1121 Regional Transportation Plan	2,217,978	720,000	69,768			134,000				0	0	1,044,210	250,000
1122 Analyze Regional Data using GIS	7,865,188	2,435,000	1,150,000	75,000	2,276,482	600,000				0	0	893,456	435,250
1123 Regional Research and Econ. Analysis	1,372,716	1,115,586	257,130										
1124 Regional Goods Movement	427,949	0	0			0			280,773	0	0	147,176	0
1125 Active Transportation Planning	603,155	100,000	23,000			0				0	0	480,155	0
1126 A Resilient Transportation System	1,199,989	0	0			0	89,617	710,383		0	0	0	399,989
1212 Performance Measurement and Monitoring	704,905	130,000	10,000			0				0	0	414,905	150,000
1311 Lifeline Transportation Planning	1,932,833	100,000	0			0	350,000			0	0	610,304	872,529
1312 Support Title VI and Environmental Justice	33,855	0	0			0				0	0	33,855	0
1412 Transportation Conformity and Air Quality Planning	273,668	15,000	20,000			0				0	0	238,668	0
1612 Bay Area Regional Collaborative BARC	641,116	0	0			192,335				0	0	224,391	224,391
<b>1130 Legislation and Public Affairs</b>	<b>4,925,153</b>	<b>2,208,853</b>	<b>901,000</b>			<b>0</b>	<b>0</b>			<b>200,000</b>	<b>0</b>	<b>1,235,300</b>	<b>380,000</b>
1112 Implement Public Information Program	4,548,550	2,108,853	900,000			0				200,000	0	959,698	380,000
1156 Library Services	376,602	100,000	1,000			0				0	0	275,602	0
<b>1230 Highway and Arterial System Management</b>	<b>1,377,923</b>	<b>1,000</b>	<b>1,000</b>			<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>	<b>25,923</b>	<b>1,350,000</b>
1229 Regional Transportation Emergency Ops.	1,377,923	1,000	1,000			0	0			0	0	25,923	1,350,000
<b>1510 Support Regional Transportation Investments</b>	<b>28,842,959</b>	<b>850,000</b>	<b>920,000</b>	<b>0</b>	<b>1,133,411</b>	<b>0</b>	<b>23,449,474</b>			<b>0</b>	<b>0</b>	<b>2,082,074</b>	<b>408,000</b>
1511 Conduct Financial Analysis and Planning	551,076	150,000	150,000			0	0			0	0	251,076	0
1512 Federal, Programming, Monitoring	25,642,015	700,000	250,000			0	23,449,474			0	0	1,242,541	0
1517 Transit Sustainability/Planning	2,649,869	0	520,000		1,133,411	0	0			0	0	588,458	408,000
<b>Total Planning Funds</b>	<b>53,311,758</b>	<b>7,895,439</b>	<b>3,367,898</b>	<b>75,000</b>	<b>3,409,893</b>	<b>926,335</b>	<b>23,889,091</b>	<b>710,383</b>	<b>280,773</b>	<b>200,000</b>	<b>0</b>	<b>8,086,787</b>	<b>4,470,159</b>
<b>Grants</b>													
<b>1120 Planning Emphasis Areas</b>	<b>22,428,939</b>	<b>0</b>	<b>0</b>			<b>8,229,000</b>	<b>304,533</b>			<b>157,652</b>	<b>10,650,000</b>	<b>3,087,755</b>	<b>0</b>
1310 Lifeline Program	525,135	0	0			0	304,533			0	0	220,602	0
1413 Climate Initiative	613,387	0	0			0	0			157,652	0	455,736	0
1611 Priority Development Area (PDA)	21,290,417	0	0			8,229,000	0			0	10,650,000	2,411,417	0
<b>1220 Traveler Coordination and Info Systems</b>	<b>15,647,585</b>	<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>			<b>4,596,617</b>	<b>8,678,968</b>	<b>0</b>	<b>2,372,000</b>
1222 Regional Carpool Program, Commuter Benefits Program & 511 Marketing	3,432,117	0	0			0	0			2,172,117	390,000	0	870,000
1223 Support Transportation Management System	3,234,408	0	0			0	0			0	3,234,408	0	0
1224 Regional Travel Information	8,981,060	0	0			0	0			2,424,500	5,054,560	0	1,502,000
<b>1230 Improve Highway Arterial Operations &amp; Management</b>	<b>48,489,298</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>259,538</b>	<b>0</b>	<b>0</b>			<b>17,294,750</b>	<b>29,294,548</b>	<b>0</b>	<b>1,900,000</b>
1228 Emergency Communication Operation	0	0	0			0	0			0	0	0	0
1234 Arterial Operations	6,769,438	0	0			0	0			0	6,619,438	0	150,000
1238 Technology based and Operations Mobility	4,283,902	0	0			0	0			0	4,283,902	0	0
1235 Incident Management	16,444,750	0	0			0	0			15,794,750	0	0	650,000
1237 Freeway Performance Initiative	20,991,209	0	0			0	0			1,500,000	18,391,209	0	1,100,000
<b>1510 Support Regional Transportation Investment</b>	<b>7,067,676</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>259,538</b>	<b>0</b>	<b>0</b>			<b>0</b>	<b>1,800,000</b>	<b>2,638,735</b>	<b>2,369,403</b>
1233 Transportation Asset Management (TAM)	4,894,928	0	0		259,538	0	0			0	1,800,000	1,091,059	1,744,331
1514 Regional Assistance Programs	691,863	0	0			0	0			0	0	601,863	90,000
1515 State Programming, Monitoring and STIP Dev.	1,480,884	0	0			0	0			0	0	945,812	535,072
1518 FTA Elderly & Disabled/New Freedom Programming	0	0	0			0	0			0	0	0	0
<b>Total Grants</b>	<b>93,633,498</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>259,538</b>	<b>8,229,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22,049,019</b>	<b>50,423,516</b>	<b>5,726,490</b>	<b>6,641,403</b>
<b>Administration</b>													
<b>1150 Agency Management</b>	<b>379,000</b>	<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>	<b>295,000</b>	<b>84,000</b>
1152 Financial Management	45,000	0	0			0	0			0	0	45,000	0
1153 Administrative services	150,000	0	0			0	0			0	0	150,000	0
1161 Information Technology Services	184,000	0	0			0	0			0	0	100,000	84,000
<b>Total Administration</b>	<b>379,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>	<b>295,000</b>	<b>84,000</b>
<b>TOTAL MTC BUDGET</b>	<b>147,324,256</b>	<b>7,895,439</b>	<b>3,367,898</b>	<b>75,000</b>	<b>3,669,431</b>	<b>9,155,335</b>	<b>23,889,091</b>	<b>710,383</b>	<b>280,773</b>	<b>22,249,019</b>	<b>50,423,516</b>	<b>14,108,277</b>	<b>11,195,562</b>
<b>1131 Legis. Programs</b>	<b>1,417,008</b>	<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>	<b>1,369,008</b>	<b>48,000</b>
<b>1230 SAFE</b>	<b>369,392</b>	<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>369,392</b>
<b>1250 Bay Area Toll Authority</b>	<b>6,311,545</b>	<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>	<b>4,931,855</b>	<b>1,379,690</b>
<b>Total not federally funded</b>	<b>8,097,946</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>	<b>6,300,863</b>	<b>1,797,082</b>
<b>MTC Total Revenue for OWP Purposes</b>	<b>155,422,201</b>	<b>7,895,439</b>	<b>3,367,898</b>	<b>75,000</b>	<b>3,669,431</b>	<b>9,155,335</b>	<b>23,889,091</b>	<b>710,383</b>	<b>280,773</b>	<b>22,249,019</b>	<b>50,423,516</b>	<b>20,409,140</b>	<b>12,992,644</b>
BCDC Regional Planning	270,833	0	0			270,833	0			0	0	0	0
<b>Total Revenue for OWP Purposes</b>	<b>155,693,034</b>	<b>7,895,439</b>	<b>3,367,898</b>	<b>75,000</b>	<b>3,669,431</b>	<b>9,426,167</b>	<b>23,889,091</b>	<b>710,383</b>	<b>280,773</b>	<b>22,249,019</b>	<b>50,423,516</b>	<b>20,409,140</b>	<b>12,992,644</b>

(1): FHWA PL T.C. Match \$905,606.96  
 (2): FTA 5303 PL T.C. Match \$386,297.90  
 (3) Estimated FHWA C/O T.C. Match \$8,602.5  
 (4) Estimated FTA 5303 PL C/O T.C. Match \$420,883.73

**FY 17/18 Total Overall Work Program Direct Services Project Expenditure Estimates (FINAL)**

	Total Budget	Salaries, Benefits	Indirect Services	Other Operating Expenses	Consultant
<b>Planning Funds</b>					
1110 Commission and Advisory Committees	892,370	597,689	294,681	0	0
1113 Support the Partnership Board	773,225	517,888	255,337	0	0
1114 Support Policy Advisory Council	119,145	79,801	39,345	0	0
<b>1120 Planning Emphasis Areas</b>	<b>17,273,353</b>	<b>5,632,402</b>	<b>2,776,937</b>	<b>45,000</b>	<b>8,819,013</b>
1121 Regional Transportation Plan	2,217,978	949,729	468,249	0	800,000
1122 Analyze Regional Data using GIS and Planning Models	7,865,188	2,031,739	1,001,718	45,000	4,786,732
1123 Regional Research and Economic Analysis	1,372,716	919,435	453,281	0	0
1124 Regional Goods Movement	427,949	98,575	48,601	0	280,773
1125 Active Transportation Planning	603,155	270,024	133,131	0	200,000
1126 A Resilient Transportation System for Safe and Sustainable Communities	1,199,990	34,166	16,845	0	1,148,979
1212 Performance Measurement and Monitoring	704,905	271,196	133,709	0	300,000
1311 Lifeline Transportation Planning	1,932,833	475,745	234,559	0	1,222,529
1312 Support Title VI and Environmental Justice	33,855	22,675	11,180	0	0
1412 Transportation Conformity and Air Quality Planning	273,668	183,296	90,371	0	0
1612 BARC	641,116	375,823	185,294	0	80,000
<b>1130 Legislation and Public Affairs</b>	<b>4,925,153</b>	<b>2,393,885</b>	<b>1,180,268</b>	<b>121,000</b>	<b>1,230,000</b>
1112 Implement Public Information Program & Tribal Government Coordination	4,548,551	2,141,646	1,055,906	121,000	1,230,000
1156 Library Services	376,602	252,239	124,363	0	0
<b>1230 Highway and Arterial System Management</b>	<b>1,377,923</b>	<b>18,702</b>	<b>9,221</b>	<b>0</b>	<b>1,350,000</b>
1229 Regional Transportation Emergency Operations	1,377,923	18,702	9,221	0	1,350,000
<b>1510 Support Regional Transportation Investments</b>	<b>28,842,959</b>	<b>2,178,164</b>	<b>1,073,910</b>	<b>0</b>	<b>25,590,885</b>
1511 Conduct Financial Analysis and Planning	551,076	369,098	181,978	0	0
1512 Federal, Programming, Monitoring and TIP Management	25,642,015	1,468,513	724,028	0	23,449,474
1517 Transit Sustainability/Planning	2,649,869	340,553	167,905	0	2,141,411
<b>Total Planning Funds</b>	<b>53,311,759</b>	<b>10,820,842</b>	<b>5,335,018</b>	<b>166,000</b>	<b>36,989,898</b>

**Grants**

1120 Planning Emphasis Areas	22,428,939	2,342,076	1,154,678	0	18,932,185
1310 Lifeline Program	525,135	147,754	72,848	0	304,533
1413 Climate Initiative	613,388	281,799	138,937	0	192,652
1611 Priority Development Area (PDA) Planning and Implementation	21,290,416	1,912,523	942,893	0	18,435,000
<b>1220 Traveler Coordination and Info Systems</b>	<b>15,647,585</b>	<b>1,922,986</b>	<b>948,099</b>	<b>20,000</b>	<b>12,756,500</b>
1222 Regional Carpool Program, Commuter Benefits Program & 511 Marketing	3,432,117	208,379	102,738	0	3,121,000
1223 Support Transportation Management System Program	3,234,408	367,981	181,427	0	2,685,000
1224 Regional Travel Information	8,981,060	1,346,627	663,934	20,000	6,950,500
<b>1230 Improve Highway Arterial Operations &amp; Management</b>	<b>48,489,298</b>	<b>2,565,445</b>	<b>1,264,853</b>	<b>31,000</b>	<b>44,628,000</b>
1228 Emergency Communication Operation	0	0	0	0	0
1234 Arterial Operations	6,769,438	404,838	199,599	15,000	6,150,000
1238 Technology-Based Operations & Mobility	4,283,902	190,151	93,751	0	4,000,000
1235 Incident Management	16,444,750	603,301	297,448	16,000	15,528,000
1237 Freeway Performance Initiative	20,991,209	1,367,154	674,054	0	18,950,000
<b>1510 Support Regional Transportation Investment</b>	<b>7,067,676</b>	<b>1,855,241</b>	<b>914,698</b>	<b>37,000</b>	<b>4,260,737</b>
1233 Transportation Asset Management (TAM) Program	4,894,928	679,952	335,240	37,000	3,842,737
1514 Regional Assistance Programs	691,863	317,383	156,481	0	218,000
1515 State Programming, Monitoring and STIP Development	1,480,884	857,906	422,978	0	200,000
<b>Total Grants</b>	<b>93,633,498</b>	<b>8,685,748</b>	<b>4,282,328</b>	<b>88,000</b>	<b>80,577,422</b>

**Administration**

<b>1150 Agency Management</b>	<b>379,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>379,000</b>
1152 Financial Management	45,000	0	0	0	45,000
1153 Administrative services	150,000	0	0	0	150,000
1161 Information Technology Services	184,000	0	0	0	184,000
<b>Total Administration</b>	<b>379,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>379,000</b>

<b>TOTAL MTC BUDGET</b>	<b>147,324,256</b>	<b>19,506,590</b>	<b>9,617,346</b>	<b>254,000</b>	<b>117,946,320</b>
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<b>1131 Legis. Programs</b>	<b>1,417,008</b>	<b>621,986</b>	<b>306,661</b>	<b>0</b>	<b>488,362</b>
<b>1230 SAFE</b>	<b>369,392</b>	<b>0</b>	<b>369,392</b>	<b>0</b>	<b>0</b>
<b>1250 Bay Area Toll Authority</b>	<b>6,311,545</b>	<b>0</b>	<b>6,311,545</b>	<b>0</b>	<b>0</b>
<b>Total not federally funded</b>	<b>8,097,945</b>	<b>621,986</b>	<b>6,987,598</b>	<b>0</b>	<b>488,362</b>
<b>MTC Total Expenditures for OWP Purposes</b>	<b>155,422,202</b>	<b>20,128,576</b>	<b>16,604,944</b>	<b>254,000</b>	<b>118,434,682</b>
BCDC Regional Planning	270,833	0	0	0	270,833
<b>Total Expenditures for OWP Purposes</b>	<b>155,693,034</b>	<b>20,128,576</b>	<b>16,604,944</b>	<b>254,000</b>	<b>118,705,515</b>

**APPENDIX A  
FTA FUNDED PROJECTS**

**Caltrans Consolidated Planning Grant Program**

**FTA Section 5304**

**FTA Section 5304 Transit Planning Studies****Estimated Completion Date****2014/2015 Section 5304 Transit Planning Studies**

- Design Guidelines for Multimodal BART Stations (\$300,000) August 31, 2017  
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.
- LAVTA Introductory Transit Experience (\$50,000) August 31, 2017  
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  
STP FUNDED PROJECTS**

**FY 2017/18 -2021/22**

**Congestion Management Agencies and Regional Agencies:  
Planning and Programming**



## **BACKGROUND**

Current federal regulations provide MTC flexibility in programming certain federal funds across different transportation modes, and require cooperative planning, the establishment of priorities across modes, and consideration of factors such as the coordination of transportation with land use plans in planning and programming decisions. MTC assumes that these policies will be continued in future federal transportation statute reauthorizations.

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, 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 Bay Area Regional Collaborative (BARC, previously known as the Joint Policy Committee) 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) programs as per MTC Resolutions 4035 and 4202, including development of the Priority Development Area (PDA) Investments and Growth Strategy plan, within the county;
- To promote successful program and project delivery and monitoring within the county for all funds, and especially federal 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 support the implementation of the Bay Area Coordinated Public Transit-Human Services Plan;
- To develop and update a PDA Investment and Growth Strategy facilitating a transportation project priority setting process for OBAG 2 funding that supports and encourages development in the region's PDAs as detailed in MTC Resolutions 4035 and 4202 and Attachments;
- 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;
- To engage in public participation and Title VI requirements as detailed in MTC Resolution 4202 and Attachments; and
- To assist local jurisdictions in providing information for the Highway Performance Management System within requested timeframes.

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.
  - Development of Regional Housing Needs Allocation (RHNA) and coordinate RHNA in relation to the Regional Transportation Plan and regional transportation policies.
  - 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 Emergency Transit Authority (“WETA”), 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 WETA meetings, including meetings of the WETA’s Technical Advisory Committee and Community Advisory Committee. Explore with the WETA 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 WETA, 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 Bay Area Regional Collaborative (“BARC”, previously known as the 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 2017-18 through FY 2021-22**

MTC STP	\$48,571,000	88.53%
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**Funding by Agency**

Alameda	\$5,489,000
Contra Costa	\$4,342,000
Marin	\$3,822,000
Napa	\$3,822,000
San Francisco	\$3,997,000
San Mateo	\$3,822,000
Santa Clara	\$6,078,000
Solano	\$3,822,000
Sonoma	\$3,822,000
MTC, ABAG, and BCDC	\$9,555,000
<b>Total</b>	<b>\$48,571,000</b>

Schedule	Delivery Date
Submit PDA Investment & Growth Strategy	June 2016 – May 2017; June 2020 – May 2021
Monitoring on adoption by local jurisdictions of a housing policies	Ongoing
Monitoring of local jurisdictions Housing Element RHNA update reporting	April - 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 - Annually
Amended PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies	May 2018; May 2022
Annual progress report on PDA Investment & Growth Strategy, including status of jurisdictions' progress on development/adoption of housing elements and complete streets policies	May 2018; 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 support model development), and travel/land use model application (including hardware and software costs)	Annually

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
Submit status reports for projects and programs identified in CBTPs (including those fully or partially funded through the Lifeline Transportation Program)	Bi-Annually
Complete and adopt CBTPs for each COC identified in 2016 in the county. Update CBTPs that are no longer current (were not adopted or updated in the last 5 years).	Ongoing
Submit status report on CBTP Plans (“completed”, “adopted”, “under development”, or “to be updated”).	Bi-Annually
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**

**Caltrans Partnership Planning Studies**

**FY 2014/2015**

**San Francisco Freeway Performance Initiative Study**

(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 Mar 8, 2017		
	Grant Allocated	In Kind Match	Cash	Grant Balance	In Kind Match	Cash
San Francisco Freeway Performance Initiative Study	\$300,000	\$0	\$200,000	<b>\$32,128.24</b>	<b>\$0</b>	<b>\$138,017.03</b>



**APPENDIX D**

**FEDERAL HIGHWAY ADMINISTRATION  
STATE PLANNING & RESEARCH FUNDED PROJECTS**

**Caltrans Sustainable Transportation  
Planning  
Strategic Partnerships**

**FY 2015/2016**

**Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California**  
(MTC {lead}, SACOG, SJCOG and AMBAG regions, Caltrans Districts 4 {contract manager}, 3, 5, 10)

This study seeks to build off multiple recent goods movement planning studies, economic analyses, and corridor studies that have been conducted in the mega-region and drill down to identify challenges and opportunities for firms operating in the so-called “goods movement cluster.” This includes not only core industries (rail, trucking, air, water), but also direct supply and input (e.g. warehousing, consulting, leasing, packaging), indirect support (e.g. port operations, infrastructure, support industries), and customer industries (e.g. freight transportation arrangement, couriers, wholesale agents). The study will illuminate the specializations of the northern California goods movement cluster, and identify specific high priority transportation infrastructure needs, operational policies to improve key system bottlenecks and improve access to critical activity centers, and workforce and innovation challenges and opportunities.

Grant Name	Total			Balance as of Jan. 12, 2017		
	Grant Allocated	In-Kind Local Match	Cash Local Match	Grant Allocated	In-Kind Local Match	Cash Local Match
Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California	\$ 300,000	---	\$ 160,000	\$ 300,000	\$ 0.00	\$160,000

**APPENDIX E  
STATE HIGHWAY ACCOUNT AND  
FEDERAL TRANSIT ADMINISTRATION  
FUNDED PROJECTS**

**Caltrans Sustainable Transportation Planning Grant Program**

**Sustainable Communities Studies**

## SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

### ESTIMATED COMPLETION DATE

#### 2015/2016 Sustainable Communities Studies

February 28, 2018

- **Caltrain Bicycle Parking Management Plan** (\$134,123)  
Applicant: Peninsular Corridor Joint Powers Board  
Description: The study will develop a management plan for Caltrain's current and future bicycle parking system. Specifically, the project will: identify needs of bicyclists using the Caltrain system and understand the factors that influence them to take their bikes on board the train rather than park at a station; define clear customer service and financial performance measures, goals and targets for Caltrain's bike parking system; analyze the customer service performance, operating and maintenance expense of current, planned and contemplated bicycle parking facilities; identify management strategies and administrative options to improve the performance of Caltrain's bike parking system; recommend an approach to optimize the performance of Caltrain's bike parking system and develop a clear implementation strategy and time line.
- **Community Engagement for an Equitable MUNI** (\$300,000)  
Applicant: San Francisco Municipal Transportation Agency  
Description: This project involves extensive community engagement that employs nontraditional outreach strategies. Engagement methodologies would be identified in collaboration with community-based organizations and would consider the communication challenges of minority and low income neighborhoods. This engagement process would enrich the analysis of neighborhood transit performance, pinpoint service issues that affect specific communities, and reveal how transit improvements affect the experiences of individuals of need. This neighborhood-based project represents a unique and ground-breaking effort that would be one-of-a-kind in California, as it embraces customized utilization of nontraditional engagement techniques. Ultimately, this project aims to enhance mobility and accessibility in target communities while serving to preserve multimodal transportation.
- **Keyes Story Complete Street Corridor Study** (\$400,000)  
Applicant: Santa Clara Valley Transportation Authority  
Description: This project is a comprehensive, community-driven complete street study for the Keyes-Story corridor. Keyes-Story Road is an important commercial and transportation corridor connecting multiple low-income and minority neighborhoods in Central San Jose. The goal is to transform Keyes-Story into a high-quality, multi-modal corridor that provides safe accommodation for bicyclists, pedestrians, and transit riders while still serving motorists. Through a highly participatory planning process, the study will examine existing conditions, identify multi-modal priorities for bicycle, pedestrian and transit riders, analyze conceptual design alternatives, and provide recommendations for funding and capital project implementation. The resulting study will help identify complete street priorities for the corridor leading to the funding and implementation of these projects in the future.
- **Petaluma-Sebastopol Trail Feasibility Study** (\$209,436)  
Applicant: Sonoma County Regional Parks  
Description: The Petaluma-Sebastopol Trail concept emerged from community interest in safe inter-city trail connections. Our study will engage the broader community in planning a walking and cycling route connecting these cities. 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. This is the remaining link in Sonoma County's intercity trail network.

- **A Resilient Transportation System for Safe and Sustainable Communities** (\$800,000)

Applicant: Metropolitan Transportation Commission

Through an inclusive approach involving key agencies and critical community stakeholders, this project will deliver a regional vulnerability assessment of flooding and sea level rise for the Bay Area that is focused on three key areas: 1) transportation infrastructure; 2) Priority Development Areas (PDAs) as identified in the Sustainable Communities Strategy (Plan Bay Area); and, 3) Communities of Concern as defined by the Metropolitan Transportation Commission. Additionally, this project will prioritize strategies and create a road map for implementation to make our transportation system and communities more resilient, safe and sustainable now and into the future.

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

Applicant: San Francisco Municipal Transportation Agency

This project will focus on Taylor Street, the highest density in S.F.'s Tenderloin neighborhood with 30% average area median income. Its challenges include many difficult socioeconomic burdens and among the highest rates of serious and fatal traffic collisions citywide. SFMTA proposes robust, inclusive planning in concert with city agencies and community-based organizations to leverage roadway upgrades that: tackle health and safety issues, improve active transportation mobility, encourage street life supporting local businesses, and preserve and support at-risk populations and organizations already striving to improve quality of life and outcomes.

- **South of Market Freeway Ramp Intersection Safety Improvement Study** (\$248,683)

Applicant: San Francisco County Transportation Authority

The applicant explains that conceptual design proposals to improve safety and access at up to ten ramp intersections in the south of market (SOMA) neighborhood will be developed through this study. The proposals will include both short-term and longer term improvements. The project includes a public outreach process and engagement with a technical advisory team of agency stakeholders.

- **Richmond Integrated and Equitable Multimodal Mobility Plan** (\$259,730)

Applicant: City of Richmond

This project will undertake a comprehensive citywide mobility needs assessment, evaluation of opportunities, and development of an implementation strategy to create a complete integrated multi-modal transportation system that blends active transportation, conventional transit service and emerging shared mobility technologies, supports the GHG reduction goals identified in the City's Climate Action Plan, and advances the City's health and equity goals and policies identified in the General Plan.

- **Grand Boulevard Initiative: Creating Safe and Healthy Corridor Communities** (\$349,074)

Applicant: San Mateo County

The study will use study segments in San Mateo and Santa Clara counties to develop conceptual streetscape redesigns for implementation. El Camino Real (SR82) has a disproportionately high pedestrian/bicycle collision rate that impacts the safety and mobility of its users. Corridor design guidelines and strategies will be documented for replication along SR 82 and other statewide urban corridors.

- **District 11 Neighborhood Greenway Planning Project** (\$300,000)

Applicant: San Francisco Municipal Transportation Agency

The project seeks to employ San Francisco Green Connections Network and Bicycle Strategy on three key corridors in under-served and lower income neighborhoods: Green Connections Route 16-Cayuga/Aleman; Route 11- Persia/Brazil/Russia; and Naples-Brunswick. The planning process aims to develop "neighborhood greenway" designs that improve the livability and vitality of local streets, while providing better non-motorized links to local and regional transit, employment, education, recreation/open space, and health services. The planning effort will include a robust public participation process from this ethnically diverse and historically car-dependent area of southern San Francisco.

**APPENDIX F**

**FY 2017-18**

**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
	<b>TOTAL</b>	<b>\$1,240,000</b>