

Agenda Item 5



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Policy Advisory Council

DATE: February 6, 2013

FR: Jennifer Yeamans

RE: Draft Coordinated Public Transit-Human Services Transportation Plan Update

In May 2012, MTC staff began the process of updating the region's Coordinated Public Transit–Human Services Transportation Plan (the Coordinated Plan), first adopted in 2007. The goals of the Coordinated Plan are to identify transportation gaps for seniors, persons with disabilities, and persons with low incomes; prioritize solutions to address those gaps; and identify strategies to improve coordination between providers of public transit (including ADA paratransit) and human service transportation.

As part of the update process, a range of regional stakeholders, including the Policy Advisory Council Equity and Access Subcommittee, provided input to MTC staff throughout fall 2012 on the transportation gaps facing seniors, persons with disabilities, and persons with low incomes; reviewed and provided input on priority solutions to address those gaps; and provided general input to staff on strategies to enhance public transit and human services transportation coordination.

A draft of the updated Coordinated Plan, including an Executive Summary, was released for public review and comment on January 9 and can be found on MTC's website at <http://www.mtc.ca.gov/planning/pths/>. In addition to the elements listed above, the draft plan update also includes new information about MAP-21 requirements for FTA's specialized transportation programs; an updated demographic profile of the region; an updated transportation services inventory; a summary of projects funded under the previous Coordinated Plan; and a new report on veterans' transportation needs in the Bay Area.

In January, staff briefed the Equity and Access Subcommittee on the draft plan's findings and recommendations, and will receive comments from the subcommittee following further discussion at their February 13 meeting. Staff will also attend your February 13 meeting to present an overview of the draft plan to provide context to any recommendations the Equity and Access Subcommittee may bring for the Council's consideration, and receive comments.

Comments may also be submitted directly to Drennen Shelton at dshelton@mtc.ca.gov or mailed to: MTC, Attn: Drennen Shelton, 101 Eighth Street, Oakland, CA 94607. Public comment on the draft plan will close on March 8. Staff anticipates Commission adoption of the Coordinated Plan update in March 2013.

Attachments: PowerPoint Presentation, Draft Coordinated Plan Update Executive Summary

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The background features a large, light blue watermark of the Metropolitan Transportation Commission (MTC) logo, which consists of a stylized 'M' and 'T' inside a circle. The 'M' is light blue and the 'T' is light orange.

MTC Coordinated Public Transit- Human Services Transportation Plan Draft Plan Update Highlights

MTC Policy Advisory Council

February 13, 2013

Overview

- Coordinated Plan Background
- What's in the Plan?
- Plan Update Process
- Key Findings
- Recommended Regional Priorities and Coordination Strategies
- Next Steps

Background

- Federal coordinated planning requirements
- FTA funding programs
 - Section 5310 Elderly & Disabled
 - Section 5316 Job Access & Reverse Commute
 - Section 5317 New Freedom
- Ongoing federal and state coordination efforts
- Local programs and initiatives supporting coordination

What's in the Plan?

1. Introduction and Background
 2. Project Methodology
 3. Demographic Profile
 4. Existing Transportation Resources
 5. Stakeholder Outreach
 6. Documentation of Transportation Gaps
 7. Solutions to Gaps
 8. Strategies to Enhance Coordination
 9. Next Steps
- Appendices

Plan Update Process

- Convene multi-interest TAC of providers/stakeholders
- Review relevant plans and studies completed since 2007
- New research
 - Regional demographic and transportation data update
 - Regional and statewide best practices and innovative approaches
 - Veterans' transportation needs
- Assess progress to date implementing projects and strategies identified in 2007 Plan
- Stakeholder input: Review and update
 - Transportation gaps
 - Transportation solutions
 - Regional coordination strategies
- Public review and comment on Draft Plan Update
- Commission adoption



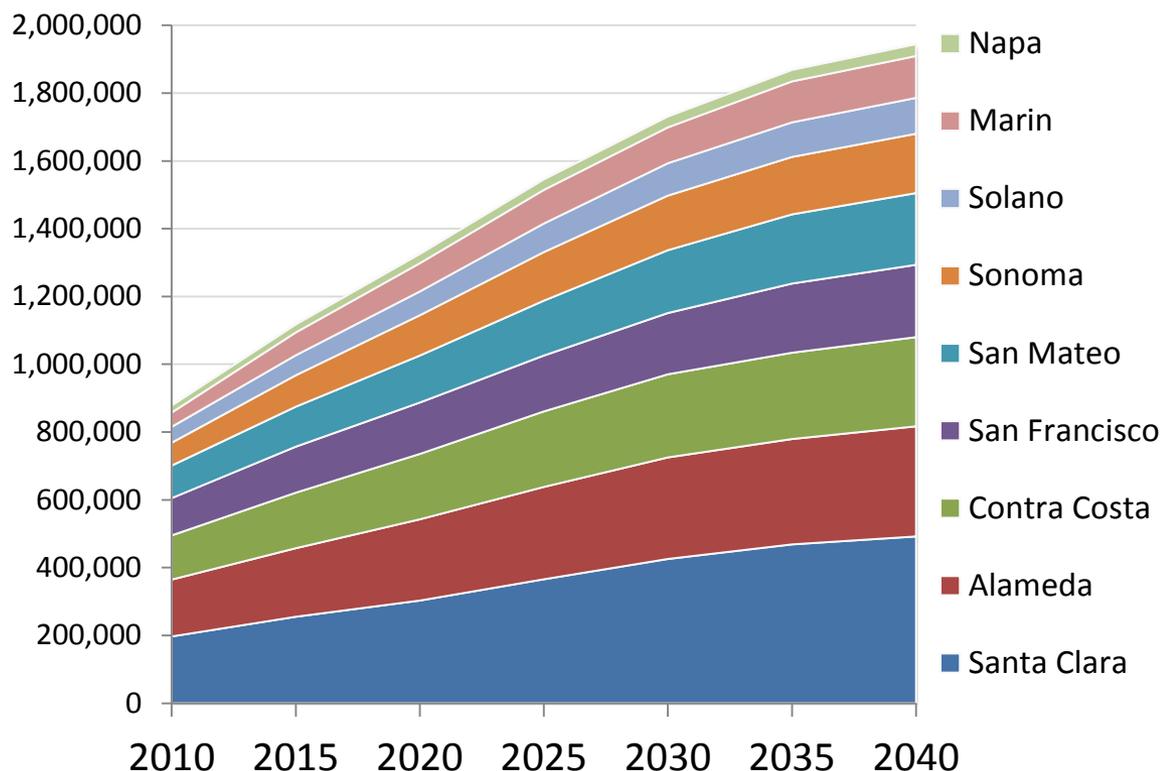
Right Now

Key Findings:

The “Senior Wave” Is Here

- Baby Boomers started turning 65 in 2010
- Population 65 and over will continue to rise steeply through 2030, more than doubling today’s senior population by 2040
- In 2013, a Bay Area resident will turn 65 every 6 minutes

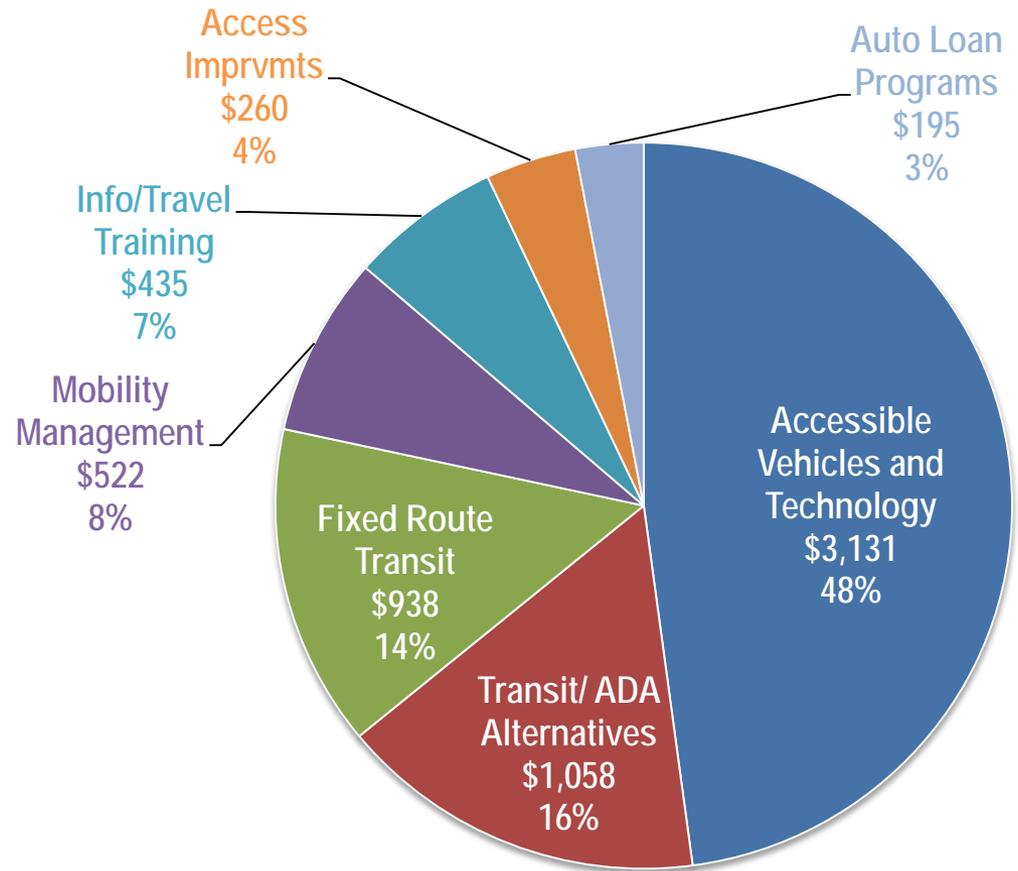
**Bay Area Population 65 and Over:
2010 – 2040**



Key Findings: Previous Plan Results

- Region's JARC, New Freedom, and 5310 funding averaged \$6.5 million per year between FY2006 and FY2011
- Mix of project types across the three fund sources depended on each program's eligibility requirements and state, regional, or local priorities

Average FTA Funding per Year (\$000s),
FY2006 – FY 2011



Key Findings: Transportation Gaps

- Limitations of ADA paratransit
- Need for alternatives to fixed-route transit
- Need for more fixed-route service
- Safety and comfort improvements for pedestrians and transit users
- Information and assistance finding and using transportation services
- Affordability of autos and transit fares for some low-income individuals and families

Recommended Priority Solutions

- Mobility management, travel training, and coordination activities
- Additions or improvements to paratransit that exceed ADA requirements, and demand-responsive services other than ADA paratransit
- Additions or improvements to public transit service and access to transit
- Solutions to address affordability barriers

Recommended Regional Coordination Strategies

1. Strengthen mobility management in the Bay Area:
 - Identify and designate Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts
 - Provide information and manage demand across a family of transportation services
 - Promote coordinated advocacy with human service agencies to identify resources to sustain ongoing coordination activities
2. Promote walkable communities, complete streets, and integration of transportation and land use decisions

Recommended Next Steps

- Adopt the Coordinated Plan Update
- Develop a regionwide mobility management implementation plan in consultation with local partners and stakeholders
- Inform future funding decisions based on Coordinated Plan Update strategies and priorities

Schedule

January 9	Draft Coordinated Plan Update document posted to MTC website for public review
January 9 – March 8	Public comment period
March 13	Draft Coordinated Plan Update presented to MTC Programming & Allocations Committee with comments
March 27	Commission adopts Final Coordinated Plan Update



Executive Summary

Introduction/Background

This plan updates and amends the Coordinated Public Transit–Human Services Transportation Plan of the Metropolitan Transportation Commission (MTC). The Plan was first developed in 2006 and 2007 on behalf of MTC and its local stakeholders with an interest in human service transportation programs. MTC is both the Regional Transportation Planning Agency (RTPA) and the Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, and in this capacity also serves as a designated recipient of federal transportation funding. This update combines into a single document what were previously separate elements of the Coordinated Plan focusing on transportation needs of low-income populations, older adults, and persons with disabilities.

This plan also fulfills a federal requirement first enacted in 2005 through the passage of the Safe, Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which stipulated that starting in Fiscal Year 2007, projects funded through three SAFETEA-LU programs — the Job Access and Reverse Commute Program (JARC, Section 5316), the New Freedom Program (Section 5317) and the Formula Program for Elderly Individuals and Individuals with Disabilities (Section 5310) — are required to be derived from a locally developed, coordinated public transit–human services transportation plan. SAFETEA-LU guidance issued by the Federal Transit Administration (FTA) described the plan as a **“unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services.”**

In June 2012, Congress enacted a new two-year federal surface transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21), which retained many but not all of the coordinated planning provisions of SAFETEA-LU. Under MAP-21, JARC and New Freedom are eliminated as stand-alone programs, and the Section 5310 and New Freedom Programs are consolidated under Section 5310 into a single program, Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities, which provides for a mix of capital and operating funding for projects. This is the only funding program with coordinated planning requirements under MAP-21, beginning with Fiscal Year 2013 and currently authorized through FY 2014.

This Plan is intended to meet the federal planning requirements as well as to provide MTC and its regional partners with a “blueprint” for implementing a range of strategies intended to promote and advance local efforts to improve transportation for persons with disabilities, older adults, and persons with low incomes.



Stakeholders engaged in the planning process felt strongly that realization of a fully coordinated public transit-human services transportation for the Bay Area will require two key elements going forward: (1) sustainable funding dedicated to the operation of the region’s transportation solutions that go beyond public fixed route transit and also for coordinating the region’s finite transportation resources, and (2) the broadest and most inclusive possible range of partners involved. To best serve the region’s growing needs for mobility services in the future, these partnerships will need to involve not just providers of public transit and human service transportation, but also private taxi providers, the Department of Motor Vehicles, advocacy groups representing seniors and people with disabilities, faith-based groups, medical and dialysis providers, veterans and veterans’ service providers, and providers of support services to the working poor.

Plan Update Methodology

The methodology used to develop the original plan and the plan update included the following steps:

Conduct Literature Search and Review Best Practices: A review was conducted of recent local studies, which have examined transportation needs in the Bay Area, particularly those of low-income populations, seniors and persons with disabilities. Secondly, new research was undertaken on Innovative Strategies and Best Practices that have emerged since MTC adopted the 2007 Plan. Findings are documented in Appendices B and C, respectively.

Update Demographic Profile: An updated demographic profile of the region was prepared using data from the Census Bureau and other relevant planning documents, to determine the local characteristics of the study area, with a focus on low-income populations, persons with disabilities, and older adults.

Document Existing Transportation Services: This step involved documenting the range of public transportation services that already exist in the Bay Area. These services include public fixed-route and paratransit services, and transportation services provided or sponsored by social service agencies, as well as past and current projects funded under the original Coordinated Plan. Information about public transit and paratransit was obtained from existing resources as specified in the report, and information about services provided by social service agencies was collected through an inventory completed for this project. Appendix D provides the complete inventory results.

Conduct Outreach: Development of the original Coordinated Plan included stakeholder involvement and public participation via a three-pronged approach: public outreach, stakeholder interviews, and convening a focus group to examine coordination issues in detail. In addition, the Low Income Component of the Plan relied on extensive outreach conducted through MTC’s Community Based Transportation Planning Program. Through these efforts, transportation gaps were identified or confirmed. Stakeholders provided input on existing barriers to coordination as well as possibilities for improvement. Given the extensive outreach incorporated into the original Plan, MTC conducted a more



streamlined outreach approach for the Plan update, including outreach conducted via other local and regional planning efforts involving the target populations, and meetings with regional stakeholder groups to both review and re-validate findings and to try to reach new perspectives not previously engaged in the initial coordinated planning process. Stakeholder comments received during the original Plan development as well as the Plan update outreach process are provided in Appendix E.

Assess Needs: The needs assessment provides the basis for recognizing where—and how—service for low-income populations, seniors, and persons with disabilities needs to be improved. The results of the needs assessment are summarized in Chapter 6, and comprehensive lists of unmet needs identified in each county are included in Appendix E. In addition, for the first time this Plan update includes documentation of the needs of the Bay Area’s veterans, a growing population with underserved transportation needs. A summary and discussion of the transportation needs of veterans is provided in Appendix F.

Identify and Prioritize Solutions: Following the identification of service gaps the planning process identified corresponding potential service solutions. Preliminary criteria were applied to identify regional priorities, with the understanding that locally identified priorities could potentially differ depending on local context. The solutions are documented in Chapter 7 and in greater detail in Appendix H.

Develop Coordination Strategies: The final step was to consider how best to coordinate services so that existing resources can be used as efficiently as possible. These strategies outline a more comprehensive approach to service delivery with implications beyond the immediate funding of local projects. In updating the strategies to be included in the Plan update, MTC staff and stakeholders reviewed progress on implementation of the five strategies included in the 2007 Plan, as well as relevant planning and implementation activities that have taken place since 2007, to inform a revised and updated set of coordination strategies.

Key Demographic Findings

Key findings emerging from the demographic study of the region for 2010 are identified below.

Low-Income Population: In 2010, nearly 26% of the Bay Area’s 7 million residents lived in low-income households below 200% of the federal poverty level, which is roughly equivalent to a household income of \$22,000 for a person living alone and \$45,000 for a family of four. Roughly 11% of the population lives below 100% of the federal poverty level.

Older Adults: Over 12% of the Bay Area’s population is aged 65 or older. Within the older-adult population, 35% report having a disability. A quarter (25%) live in low-income households (defined as



below 200% of the federal poverty level), and 75% live in non-low-income households. By the year 2040, the population 65 and older is expected to increase by 121% to nearly 2 million residents.

Individuals with a Disability: Persons reporting disabilities across six categories defined by the Census Bureau total 9% of the region’s population. Of this population, 39% live in low-income households below 200% of the federal poverty level, which is about one and a half times the rate of the general population.

Vehicle Availability: While approximately 10% of the region’s households overall report having no access to a car, this share is higher for all target populations studied: 18% for householders 65 or over, 18% for householders reporting a disability, and 16% for lower-income households.

Additional demographic information about the Bay Area’s low-income, elderly, and disabled populations, is detailed in Chapter 3. Detailed data by county is provided in Appendix A.

Human Service Transportation Inventory

The 2007 Coordinated Plan created an inventory of agencies that provide social service transportation and collected basic information about the agencies’ services. This inventory was updated as part of the Plan update process. A survey was sent to public transit agencies providing ADA paratransit, as well as a range of public and private agencies that provide transportation for clients, program participants, specific populations (such as older adults), or the general public. Survey invitations were sent by email to 243 recipients, from whom 51 responses were received (a 21% response rate). This inventory is intended to serve as a tool to support coordination by identifying the existing transportation resources in the region as well as documenting current service parameters, geographic coverage and beneficiaries. Service duplication or gaps in service were also noted.

In addition, projects funded by FTA’s JARC, New Freedom, and Section 5310 program under the region’s original Coordinated Plan were summarized to illustrate what kinds of projects were being funded and how many individuals were being served by these projects. Since Fiscal Year 2006, a total of \$39 million has been programmed in the region by these programs, including \$11.2 million in JARC and \$10.7 million in New Freedom funds programmed to the region’s large urbanized areas, and \$17.4 million in Section 5310 funds programmed to the region through statewide competitive processes, averaging about \$6.5 million per year. Across the three programs, the mix of projects funded is listed in Table ES-1.



Table ES-1: Average FTA Funding per Year by Project Type, FY 2006 through FY 2011: JARC, New Freedom, Section 5310

Project Type	Average Funding per Year (\$000s)	% of Total
Accessible Vehicles and Technology	\$3,131	48%
Transit/ADA Alternatives	\$1,058	16%
Fixed Route Transit	\$938	14%
Mobility Management	\$522	8%
Information and Travel Training	\$435	7%
Access Improvements	\$260	4%
Auto Loan Programs	\$195	3%
Totals	\$6,540	100%

Source: MTC analysis.

Note: Figures do not sum to total due to rounding. Some projects with multiple components were categorized in a single primary category.

Needs Assessment

Several key themes emerged from the outreach efforts, stakeholder consultation, and previous planning projects. These include:

Enhanced Fixed Route Services: For persons who can and do use the fixed route system, there is a need for additional service in rural and suburban areas, and for more direct service to key activity centers that older adults and persons with disabilities need to access. Customers also would like increased frequency to avoid long waits, and service longer into the evening and on weekends.

Enhanced Paratransit Services: Paratransit users sometimes need a level of service above and beyond what is required by the ADA, such as service provided on the same day it is requested, where and when the fixed route service does not operate, or the ability to accommodate “uncommon” wheelchairs or other mobility devices.

Connectivity: The need for better connectivity between service providers was expressed, both for inter- and intra-county travel, whether using paratransit or fixed-route service. Customers also mentioned the need for better shelters and bus stops as well as other amenities at transfer sites. Some wheelchair users have difficulty making effective use of the fixed-route system due to accessibility barriers and referred to needs to enhance accessibility of vehicles and infrastructure such as shelters and stops.



Transit Experience: A number of issues were raised related to transit amenities, including bus shelters, bus stop seating if a bus stop cannot accommodate a shelter, and lighting to promote safety at bus stops and at rail stations, especially at night. Safety on transit vehicles was also raised as a concern.

Transit Alternatives: For those who need transportation where public transit (fixed-route or complementary ADA paratransit) is unavailable or unsuitable, alternatives are needed that enable people to live independently, such as ride-sharing or volunteer-driver programs, or mobile programs that bring support services to people’s homes.

Information and Other Assistance: There is a need for education and information in a variety of formats so that older adults and persons with disabilities can learn how to use public transit and its accessible features. Likewise, there is a need to ensure drivers, dispatchers, and other transit personnel are sensitive to passenger needs, and know how to provide assistance on-board the vehicle.

Transportation for Youth and Children: Transportation gaps specifically related to youth and children were mentioned, including the cost of transportation for youth, and particularly for a family with multiple children; if no school bus service is available, working parents using transit who drop children off at school or daycare before work can have lengthy and costly trips. Transportation for youth and children was also cited as a challenge for parents with disabilities or seniors who are guardians.

Affordability and Access to Autos: Cost is the primary barrier to auto ownership for low-income individuals and families. Transit fares, especially distance-based fares, monthly passes requiring high up-front costs, and certain transfer policies, were cited as expensive, especially for families with children who rely mainly on transit.

Pedestrian Access and Land Use Coordination: The need to improve accessibility to and from bus stops and transfer centers (sidewalks, curb cuts, curb ramps, crosswalks) was widely voiced throughout the outreach meetings. Meeting attendees also mentioned the need to better coordinate land use development with the provision of transit service, especially in lower-density communities. The location of housing and facilities serving people with disabilities or seniors in areas that are inaccessible by transit was also cited as a concern.

Bicycle and Pedestrian Issues: Safe routes for walking or riding a bicycle are an issue in many low-income communities. Specific concerns include fast traffic speeds near pedestrians; lack of crosswalks and signals; lack of sidewalks, particularly in unincorporated or rural areas; sidewalks that are in poor condition; lack of proper lighting creating safety issues especially at night; lack of adequate signage and wayfinding information for pedestrians and cyclists; and lack of bike lanes or areas to secure bicycles at stops and on transit vehicles.



Overlapping Transportation Needs

The transportation needs and gaps of older adults and persons with disabilities, as well as those of the region’s low-income population (based primarily on completed Community Based Transportation Plans) were reviewed. There is significant overlap or similarity in the barriers and gaps expressed by all three populations of concern. A comprehensive list of the overlapping needs is found in Chapter 6.

Potential Solutions

Potential solutions are identified to address the gaps that emerged from the outreach process and review of local plans. These suggested solutions are grouped into four categories:

- Mobility management, travel training, and transportation coordination activities;
- Additions or improvements to paratransit that exceed ADA requirements, and demand-responsive services other than ADA paratransit;
- Additions or improvements to public transit services and transit access; and
- Solutions to address affordability barriers.

These solutions represent categories of potential investments, which could be eligible for Federal Transit Administration funds subject to this plan, or other local sources of funding. Chapter 7 of the report describes the solutions individually, while Appendix H provides greater detail, including implementation steps.

Strategies to Enhance Human Service Transportation Coordination

In addition to considering which projects or solutions could directly address transportation gaps, the planning effort also considered how best to coordinate services so that existing resources can be used as efficiently as possible. The following proposed strategies offer opportunities to improve coordination of service delivery, and were developed with input from key stakeholders already involved in the planning and implementation of human service transportation, as well as by reviewing relevant planning efforts completed since 2007.

1. Strengthen mobility management throughout the Bay Area, by:
 - Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts
 - Providing information and managing demand across a family of transportation services
 - Coordinate advocacy with human service agencies to identify resources to sustain coordinated transportation service delivery.
2. Promote walkable communities, complete streets, and integration of transportation and land use decisions.



Table ES-2. Implementation of Coordination Strategies

1. Strengthen Mobility Management	Partners/Stakeholders
1.A. Identify and Designate Consolidated Transportation Service Agencies (CTSAs) to Facilitate Subregional Mobility Management and Transportation Coordination Efforts	MTC, local agencies and service providers
Develop a mobility management implementation strategy in concert with local agencies with the goal of identifying subregional mobility managers and resource needs throughout the region	MTC, county or subregional agencies and service providers
Test and implement technology that could track individual client activity on a vehicle supported with multiple fund sources	Local service providers, human service agencies
Convene a regional workshop to focus on providing technical assistance and information sharing for those interested in developing or advancing mobility management activities	MTC, transit agencies, CMAs, human service agencies, local service providers
1.B. Provide Information and Manage Demand Across a Family of Transportation Services	MTC, transit agencies, human service providers, designated mobility managers and travel training providers, grant recipients
Build on and/or expand existing travel training programs in the region to complement the ADA certification process. Encourage implementation of travel training and ADA paratransit demand management strategies via MTC's Transit Sustainability Project.	Transit agencies, designated mobility managers
Ensure MTC-funded project sponsors of travel training and community-based travel alternatives coordinate with subregional mobility managers to share information about services, client eligibility and requirements, and capacity	MTC, designated mobility managers, MTC grant recipients
Develop marketing plans suitable to different target audiences, and facilitate coordination of training curricula and sharing of best practices between public transit and non-profit providers of travel training	Transit agencies, designated mobility managers, travel training providers
1.C Coordinate Advocacy and Improve Efforts to Coordinate Funding with Human Service Agencies to Identify Resources to Sustain Coordinated Service Delivery	MTC, Bay Area Partnership, transit agencies, human service agencies, local and regional stakeholders and advisors
Develop a comprehensive legislative platform to address improved human service transportation coordination	MTC, Bay Area Partnership, transit agencies and other local stakeholders
Re-initiate previous MTC legislative efforts to promote human service transportation in California	MTC, Policy Advisory Council, Bay Area Partnership, human service agencies, other local stakeholders
Identify key state legislator (s) willing to sponsor statewide legislation to address the platform defined above	MTC, elected official(s)
Actively seek the support of partner organizations such as National Council of Independent Living (NCIL), The World Institute on Disability (WID), Area Agencies on Aging, and others and others to place greater emphasis on elderly and disabled transportation needs in their advocacy efforts	Local advocacy organizations, MTC Policy Advisory Council
2. Promote Walkable Communities, Complete Streets, and Integration of Transportation and Land Use Decisions	Partners/Stakeholders
Build upon previous MTC planning work specific to pedestrian safety, and disseminate the results to other partner organizations	Local jurisdictions
Provide information and support to local jurisdictions in implementing OneBayArea Grant–required Complete Streets elements and/or resolutions	MTC, CMAs, local jurisdictions
Promote findings and recommendations regarding transit accessibility for health and social services to all cities and counties throughout the region	MTC, CMAs, local jurisdictions, human service agencies, health care providers



Table ES-2 summarizes the proposed strategies and corresponding implementation steps. As recognized throughout this planning effort, successful implementation will require the joint cooperation and participation of multiple stakeholders, who may or may not have coordinated in the past. For some strategies, a clear leader has not been identified but rather suggestions of likely agencies are listed.

Next Steps

The next steps in completing this planning process include the following:

Adopt the Coordinated Plan Update

In November 2006, the Commission adopted MTC Resolution 3787, which documented the transportation needs and strategies specific to low-income persons. In December 2007, MTC amended MTC Resolution 3787 to include the results of the subsequent planning effort focusing on seniors and people with disabilities. Adopting this Plan update to reflect the region’s updated conditions, needs, priorities, and strategies, will comprise the Coordinated Public Transit–Human Services Transportation Plan update required under current federal coordinated-planning guidance, and combine what were previously separate elements focusing on different target populations into a single, comprehensive plan.

Develop a Regionwide Mobility Management Implementation Plan in Consultation with Local Stakeholders

Following adoption of the Coordinated Plan Update, MTC should engage local stakeholders to develop an implementation plan to carry out the regional vision of promoting, expanding, and sustaining mobility management activities throughout the Bay Area. This implementation plan should identify local funding needs and opportunities from the federal to the local level, identify county or subregional agency/agencies that could serve as CTSA’s where none are currently designated, identify local partnerships and coordination roles, define a mobility management implementation schedule, and identify performance and accountability measures.

Inform Future Funding Decisions Based on Coordinated Plan Update Strategies

There are several actions MTC can take in the coming months and years to ensure funding priorities reflect the findings and strategies outlined in this plan, particularly the regional strategies outlined in Chapter 8.

Complete Programming of SAFETEA-LU–Funded Programs Subject to Coordinated Planning Requirements

As the designated recipient of JARC and New Freedom funds for the San Francisco Bay Area’s large urbanized areas under SAFETEA-LU, MTC has been required to select projects with these funds that are (1) derived from this plan, and (2) selected through a competitive process. The State Department of Transportation (Caltrans) administers and has been responsible for selecting projects for use of Section 5310 funds under SAFETEA, as well as JARC and New Freedom funds in the state’s rural and small-



urbanized areas. While MTC has already completed programming all JARC funds subject to this plan, MTC anticipates programming its remaining New Freedom funds in 2013, and these funds should be prioritized for implementing projects and activities consistent with the mobility management strategies detailed in Chapter 8 of this plan. Caltrans also has outstanding programming for small-urbanized and rural-area JARC and New Freedom funding subject to this plan as well as additional Section 5310 funds authorized statewide under SAFETEA that are subject to this plan.

Revise MTC's Program Management Plan for Section 5310 Funding under MAP-21

Following the release of updated FTA guidance for the new consolidated Section 5310 program authorized under MAP-21, MTC will revise its Program Management Plan as necessary. As a designated recipient for FTA funds, MTC is required to have an approved PMP on file with the FTA and to update it regularly to incorporate any changes in program management or new requirements. The PMP's primary purposes are to serve as the basis for FTA to perform management reviews of the programs, and to provide public information on MTC's administration of the programs for which it serves as designated recipient. It is also used by MTC, along with the program guidelines that are issued with each Call for Projects, as a program guide for local project applicants.

Plan Update

Current federal guidelines indicate that at a minimum, the coordinated plan should follow the four-year update cycles for the long-range Regional Transportation Plan (RTP). Following adoption of Plan Bay Area anticipated in 2013, MTC would next update the region's RTP in 2017, although this date is beyond the horizon of the current federal authorization. Because projects funded by programs subject to the coordinated planning requirement must be included in the plan, it may also be necessary to update or amend the list of prioritized projects to coincide with future Section 5310 funding cycles, or other funding cycles specific to fund sources subject to this plan.