



TO: Regional Advisory Working Group

DATE: March 31, 2015

FR: MTC Planning Director

RE: Project Update, Call for Projects and Needs Assessments Process – Plan Bay Area 2040

This memo outlines the process and key elements of the Call for Projects and Needs Assessments for Plan Bay Area 2040. The Call for Projects guidance will be issued to the Congestion Management Agencies (CMAs), Caltrans and regional transit operators for updating existing Plan Bay Area project information and submitting new candidate projects/programs for consideration in Plan Bay Area 2040. The Transit Operating and Capital Asset Needs Assessments guidance will be issued to transit operators.

Project Update and Call for Projects Process

The Project Update and Call for Projects process will begin May 1, 2015, with **final project submittals due to MTC by September 30, 2015**. Projects/programs seeking future regional, state or federal funding through the planning horizon for Plan Bay Area 2040 must be submitted for consideration in the adopted Plan. Submitted projects/programs will undergo a project-level performance evaluation. The results of the project performance evaluation will inform alternative land use and transportation investment scenarios leading to the preferred land use and transportation investment strategy for Plan Bay Area 2040.

MTC is developing a web-based application form for CMAs, Caltrans and regional transit operators to update and submit candidate projects/programs. Sponsors will be able to: (1) update Plan Bay Area project/program information; (2) remove Plan Bay Area projects/programs that are either complete or no longer being pursued; and, (3) add new projects/programs. The web-based application form will be available May 1 – September 30, 2015.

Key Elements

1. MTC expects CMAs to coordinate the Project Update and Call for Projects process for their respective county. Sponsors of multi-county projects (e.g., Caltrans, BART and Caltrain) are asked to submit projects/programs directly to MTC, but communication and coordination with CMAs is encouraged.
2. MTC expects CMAs and multi-county project sponsors to plan and execute an effective public outreach and local engagement process to update Plan Bay Area project information and identify new projects for consideration in Plan Bay Area 2040. The outreach process should be consistent with MTC's Public Participation Plan.
3. MTC encourages CMAs and multi-county project sponsors to submit projects/programs that meet one or more of the general criterion listed below:
 - Supports Plan Bay Area's performance targets (see Attachment A).
 - Supports Plan Bay Area's adopted forecasted land use, including Priority Development Areas (PDA) and Priority Conservation Areas (PCA).

- Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan and climate action plans).
4. MTC will identify a county target budget (see Attachment B). The county target budget is established for purposes of setting a reasonable limit on project/program submittals and is not to be construed as the financially constrained budget used for assigning funds to projects/programs in the preferred investment strategy for Plan Bay Area 2040.
 5. MTC will post its web-based project/program application form on May 1, 2015. MTC will provide assistance with the web-based application, and will review and verify project information with sponsors prior to final submittal to MTC.
 6. MTC expects CMAs and multi-county project sponsors to submit documentation as part of its official project/program submittal, including a board resolution authorizing the submittal of the candidate projects/programs, public outreach process and how the Project Update and Call for Projects process was conducted in compliance with Title VI of the Civil Rights Act of 1964.

Transit Operating, Transit Capital Asset and Local Streets and Roads Needs Assessments

The Transit Operating and Capital Asset Needs Assessments will begin on May 1, 2015, **with final submittals due to MTC by July 1, 2015**. MTC will work directly with transit operators to update information on transit operators' operating needs and revenues, as well as transit operators' capital asset needs through the FY 2039-40 planning horizon. The Needs Assessment will analyze the projected costs to operate at existing service levels over the period of the Plan; projected costs and service levels associated with planned, committed projects; and, projected revenue from local sources to be used for transit operations.

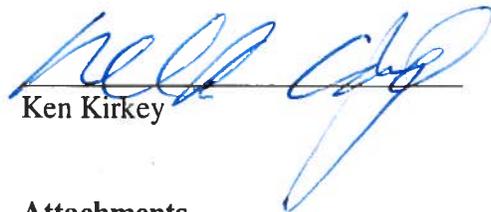
The Local Streets and Roads Needs Assessment will be completed using data from the 2014 California Statewide Local Streets and Roads Needs Assessment. Data from the Needs Assessments will inform the investment strategy for Plan Bay Area 2040.

Roles and Responsibilities

MTC is conducting the Call for Projects and Needs Assessments data collection efforts simultaneously to create efficiencies for CMAs, local agencies and transit operators. Details on roles for each agency are included in Table 1.

Table 1: Roles and Responsibilities

Plan Bay Area 2040 Activity	CMA/Local Agency Lead	Process/Dates	MTC Staff Contact
Call for Projects	CMAs, multi-county project sponsors in coordination in with local agencies and transit operators	Begin: 5/1/15 End: 9/30/15	Adam Noelting anoelting@mtc.ca.gov 510.817.5966
Transit Operating Needs Assessment	Transit Operators	Begin: 5/1/15 End: 7/1/15	William Bacon wbacon@mtc.ca.gov 510.817.5628
Transit Capital Asset Needs Assessment	Transit Operators	Begin: 5/1/15 End: 7/1/15	Melanie Choy mchoy@mtc.ca.gov 510.817.5607
Local Streets and Roads Needs Assessment	MTC	Begin: n/a End: n/a	Theresa Romell tromell@mtc.ca.gov 510.817.5772



Ken Kirkey

Attachments

Attachment A: Plan Bay Area Performance Targets

Attachment B: Plan Bay Area 2040 County Budget Targets

Attachment A: Plan Bay Area Performance Targets

Plan Bay Area is based on 10 performance targets against which we can measure and evaluate various land use scenarios and transportation investments and policies. Some of these targets were made by law, while others were added through consultation with experts, stakeholders and the public.

The first two targets are required by Senate Bill 375, "The California Sustainable Communities and Climate Protection Act of 2008" (Steinberg), and address the respective goals of climate protection and adequate housing:

- (1) Reduce per-capita carbon dioxide emissions from cars and light-duty trucks by 7 percent by 2020 and by 15 percent by 2035, if there is a feasible way to do so.
- (2) House by 2035, 100 percent of the region's projected 25-year growth by income level, *without displacing current low-income residents. (language in italics adopted by MTC and ABAG and not identified in SB 375)*

The remaining eight targets reflect voluntary goals in the following categories:

Healthy and Safe Communities

- (3) Reduce premature deaths from exposure to particulate emissions:
 - (a) Reduce premature deaths from exposure to fine particulates (PM 2.5) by 10 percent;
 - (b) Reduce coarse particulate emissions (PM 10) by 30 percent; and,
 - (c) Achieve greater reductions in highly impacted areas.
- (4) Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).
- (5) Increase the average daily time walking or biking per person for transportation by 60 percent (for an average of 15 minutes per person per day).

Open Space and Agricultural Preservation

- (6) Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries).

Equitable Access

- (7) Decrease by 10 percent the share of low-income and lower-middle income residents' household income consumed by transportation and housing.

Economic Vitality

- (8) Increase gross regional product (GRP) by 90 percent – an average annual growth rate of approximately 2 percent (in current dollars).

Transportation System Effectiveness

- (9) Increase non-auto mode share by 10 percent and decrease automobile vehicle miles traveled per capita by 10 percent.
- (10) Maintain the transportation system in a state of good repair:
 - (a) Increase local road pavement condition index (PCI) to 75 or better;
 - (b) Decrease distressed lane-miles of state highways to less than 10 percent of total lane-miles; and,
 - (c) Reduce average transit asset age to 50 percent of useful life.

Attachment B: Plan Bay Area 2040 County Budget Targets

Table 1. County Target Budgets (in billions of Year-of-Expenditure \$)

County	RTIP	OneBayArea Grant	Total Funds	Sales Tax Reauthorization	Local Revenue Augmentations
Alameda	\$2.03	\$0.58	\$2.61	*	n/a
Contra Costa	\$1.39	\$0.43	\$1.81	\$0.86	\$2.2 - \$2.8
Marin	\$0.38	\$0.09	\$0.47	\$0.49	n/a
Napa	\$0.25	\$0.09	\$0.34	*	n/a
San Francisco	\$1.03	\$0.37	\$1.39	\$1.42	\$2.8 - \$3.3
San Mateo	\$1.05	\$0.24	\$1.29	\$0.77	n/a
Santa Clara	\$2.41	\$0.82	\$3.23	\$1.52	\$1.9 - \$2.4
Solano	\$0.63	\$0.18	\$0.81	n/a	n/a
Sonoma	\$0.77	\$0.24	\$1.02	\$0.20	\$0.6 - \$0.9
Total	\$9.92	\$3.05	\$12.97	\$5.26	\$7.5 - \$9.4

*Reauthorization is beyond 2040

- Ensure that the list of candidate project/programs fits within the county target budget identified in Table 1.
- County target budgets are intended to place a cap on project/program submittals by CMAs. Final county budget amounts will differ from the estimates identified below.
- County target budgets are not to be construed as the financially constrained budget used for assigning funds to projects/programs in the preferred investment strategy for Plan Bay Area 2040.
- County target budget revenue sources include Regional Transportation Improvement Program (RTIP) and OneBayArea Grant (OBAG) funds, which consists of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) revenues.
- All committed funds sources (including existing county sales tax measures) are excluded from the county target budgets.
- Sales tax reauthorization refers to the period from the expiration of existing committed and adopted county sales tax measures to FY 2039-40. Estimates are based on Plan Bay Area projections from county sales tax authorities.
- Local revenue augmentations refers to county revenue measures that are being considered for an election ballot prior to Plan Bay Area 2040 adoption (June 2017). Ranges listed in the below table forecast revenues for the period from FY 2017-18 to FY 2039-40, except for Sonoma County where revenues are forecasted only through FY 2018-19. These augmentation revenues are included to allow CMAs to submit candidate projects/programs that would be funded through a revenue augmentation in the Project Update and Call for Projects process. The inclusion of candidate augmentation projects/programs is necessary to allow for projects/programs that may be funded by local revenues secured over the course of the Plan development to be included in MTC's project-level performance assessments and air quality conformity analysis.