



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Bay Area Partnership Board

DATE: October 3, 2005

FR: Steve Heminger, MTC

W. I.

RE: **Transportation 2030 Calls to Action – High Priority Action Items**

MTC's recently adopted Transportation 2030 Plan outlines specific "Calls to Action" that MTC and partner agencies should take to advance transportation projects, programs and policies in support of the region's goals and investment strategies. MTC is currently reviewing the status of these Calls to Action and identifying high priority action items for a work plan to be pursued by MTC and partner transportation agencies.

The Transportation 2030 Calls to Action are offered for each of 14 investment areas listed below. The Calls to Action range from revising regional policies to pursuing new funding sources and seeking legislative solutions:

Road maintenance	Bicycle and pedestrian programs
Transit maintenance	Seamless transit
State highway maintenance	Land use
Regional operations programs	Safety
Air quality	High-occupancy/toll lanes
Broadening access to mobility	Resolution 3434
Providing lifeline transportation	Goods movement

As it is now roughly six months since the adoption of the Transportation 2030, it is a good time to review the Calls to Action and develop a prioritized work plan for MTC and its partner agencies. [Attachment A](#) sets forth such a work plan by identifying continuing and new initiatives for those Calls to Action that we believe to be high priority based on timeliness, likelihood of success and level of interest by the public and decision makers. The work plan is drawn from the information shown in [Attachment B](#), which catalogs achievements to date and remaining work to do for each of the Transportation 2030 Calls to Action.

At this date, we seek feedback from the Partnership Board prior to reviewing these materials with MTC's Planning and Operations Committee in November 2005. In particular, we seek Partnership input as follows:

- (1) Discussion on comments received to date (summarized below)
- (2) Additional comments to ensure the work plan and catalog capture all the relevant work by Partnership agencies; and
- (3) Agreement by the Partnership on the prioritized work plan in [Attachment A](#).

To date we have received comments from the Partnership TAC, Local Streets and Roads Committee, MTC Advisory Council and CMA directors as follows:

Ramp Metering. In an earlier version, the work plan included a call to action under Road Maintenance to condition funding on road rehabilitation on implementation of ramp metering. The Local Streets and Roads Committee, PTAC and CMA directors indicated they did not see a nexus between the two. Many individuals acknowledged the value of ramp metering and the fact that local jurisdictions need to be brought along; however, the general sense was that the Partnership should provide “carrots” in conjunction with “sticks”. Several expressed interest in education and outreach to local jurisdictions, with further corridor studies and assurances that metering would not be implemented unilaterally.

However, MTC staff is concerned that the “carrots” available to us are quite limited, and education, outreach and corridors studies are techniques already in use, with mixed success. We welcome specific suggestions by the Partnership Board to make these approaches more effective.

Road and Transit Maintenance. Members of P-TAC and the MTC Advisory Council have expressed concern that the calls to action are too incremental and do not do enough to address the serious funding shortage to maintain our roadway and transit systems. In a related comment, members of MTC’s Advisory Council have recommended MTC continue to advocate for counties to increase the share of funding directed to local roadway maintenance from local sales tax funding, vehicle registration fees and the like. We welcome suggestions by the Board to strengthen calls to action in these areas.

Goods Movement. Members of MTC Advisory Council requested the work plan reflect efforts underway to develop land use strategies to preserve freight-related uses.

HOT Lanes. Members of the MTC Advisory Council suggested MTC and the Partnership take a more proactive step to influence legislation to authorize regional control of HOT lane networks.

Transit Rehabilitation Funding Allocation Formulas. Members of the Advisory Council noted that revised formulas for allocating transit rehabilitation funding should reflect other productivity factors in addition to ridership and revenue. Language to this effect has been added to the call to action under Transit Maintenance.

Land Use. Members of the MTC Advisory Council suggested a stronger commitment is needed to advance the call to action addressing smarter suburbs. MTC is currently pursuing two efforts in this area: the I-80 Corridor Study (in conjunction with STA and SACOG) and the regional Parking Study. We plan to inform and involve the Advisory Council in these efforts. We welcome information from the Board on additional initiatives that member agencies may plan or wish to undertake.

In addition, they suggested the MTC-ABAG-Air District Joint Policy Committee be added as a responsible party for the Land Use calls to action. These changes have been made.

SH:LK

**Transportation 2030 Calls to Action**  
**Prioritized Action List**  
**High Priority Actions Only**  
 September 19, 2005

**Work Underway****New Initiatives**

<b>Road Maintenance</b>	<b>Condition funds – Condition funding for road rehabilitation on implementation of freeway ramp metering program (Partnership, MTC)</b>
<ul style="list-style-type: none"> <li>• <b>Condition funds</b> – Review proposed hybrid formula for allocating 3<sup>rd</sup> Cycle STP/CMAQ Program to local road maintenance <i>Summer 2005 (Partnership, MTC)</i></li> <li>• <b>Condition funds</b> – Review proposed new allocation formula for local road maintenance for next RTP update <i>(Partnership, MTC)</i></li> <li>• <b>Strengthen Prop. 42</b> – Secure Prop. 42 payback and enact legislation to prevent future suspension <i>(Partnership)</i></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Condition funds</b> – Condition funding for road rehabilitation on implementation of freeway ramp metering program <i>(Partnership, MTC)</i></li> </ul>
<b>Transit Maintenance</b>	<b>Extend useful life – Set aside resources to update and enhance transit capital needs inventory and develop software to track “State of Ideal Repair” Summer 2005 (MTC, transit operators)</b>
<ul style="list-style-type: none"> <li>• <b>Condition funds</b> – Consider transit maintenance funding allocation formula based on ridership, revenue generation and other productivity factors for \$170 million in additional FTA Section 5307 funds <i>Summer 2005 (Partnership, MTC)</i></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Extend useful life</b> – Set aside resources to update and enhance transit capital needs inventory and develop software to track “State of Ideal Repair” <i>Summer 2005 (MTC, transit operators)</i></li> </ul>
<b>Improve Regional Operations Programs</b>	<b>Regional ramp metering – Explore opportunities in conjunction with I-680 Smart Carpool Project over Sunol Grade. (Caltrans, MTC &amp; local jurisdictions)</b>
<ul style="list-style-type: none"> <li>• <b>Regional ramp metering</b> – Complete implementation on I-580 in the Tri-Valley and US 101 in San Mateo <i>(Caltrans, MTC &amp; local jurisdictions)</i></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Regional ramp metering</b> – Explore opportunities in conjunction with I-680 Smart Carpool Project over Sunol Grade. <i>(Caltrans, MTC &amp; local jurisdictions)</i></li> <li>• <b>Clear incidents</b> – Implement recommendations to improve incident management when review is complete <i>(CHP, Caltrans &amp; MTC)</i></li> <li>• <b>Complete instrumentation of the freeway for incident response</b> – Development and implementation of freeway instrumentation projects to be funded through state commitment <i>(MTC &amp; Caltrans)</i></li> </ul>
<b>Access to Mobility</b>	<b>Enhance local demographic information – Amend SRTP guidelines to include standards for operators to collect demographic information on access to mobility (MTC &amp; transit operators)</b>
	<ul style="list-style-type: none"> <li>• <b>Enhance local demographic information</b> – Amend SRTP guidelines to include standards for operators to collect demographic information on access to mobility <i>(MTC &amp; transit operators)</i></li> <li>• <b>Enhanced use of taxis</b> – Sponsor planning study and pilot programs to test innovative use of taxi services <i>(MTC, transit operators &amp; taxi companies)</i></li> </ul>

**Work Underway**

**New Initiatives**

<b>Lifeline</b>	<b>New Initiatives</b>
<ul style="list-style-type: none"> <li>• <b>Finish what's been started</b> – Complete remaining Community Based Transportation Plans (CBTPs) by 2007 (CMAs)</li> <li>• <b>Target new Lifeline funds</b>– CMAs to program new Lifeline funds in 2006 (MTC &amp; CMAs)</li> <li>• <b>Target new Lifeline funds</b> – Leverage funds in existing sales tax measures and encourage new measures to set aside funding for CBTP recommendations (CMAs)</li> <li>• <b>Put local dollars to work</b> – Encourage CMAs to continue active engagement with community stakeholders (CMAs)</li> <li>• <b>Make the land use connection</b>– Monitor county HIP programs with respect to incentives for low-income housing (MTC, CMAs, local jurisdictions &amp; transit operators)</li> <li>• <b>Make the land use connection</b> – Ensure that local agencies adopt local area plans that include policies for low-income housing, as required by TOD policy (MTC &amp; CMAs)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Put local dollars to work</b> – Seek additional funding for projects identified in CBTPs (CMAs &amp; transit operators)</li> </ul>
<b>Bicycle and Pedestrian</b>	<b>New Initiatives</b>
<ul style="list-style-type: none"> <li>• <b>Routine accommodation</b> – Complete study of routine accommodation of non-motorized mobility needs and articulate next steps (MTC, CMAs &amp; Caltrans)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Develop more comprehensive data</b> – Outreach and education campaign in conjunction with release of the bicycle and pedestrian collision analysis handbook (MTC)</li> </ul>
<b>Seamless Transit</b>	<b>New Initiatives</b>
<ul style="list-style-type: none"> <li>• <b>Implement TransLink®</b> – Support full TransLink® roll out through completion (TransLink® Consortium)</li> <li>• <b>Establish a system of regional hubs</b> – Complete Phase 2 of Transit Connectivity Study End of 2005 (MTC &amp; transit operators)</li> <li>• <b>Transit consolidation</b> – RM2 Regional Rail Plan will assess rail operator governance issues Summer 2005 (BART, Caltrain &amp; MTC)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Improve customer information</b> – Develop architecture for assembling real time transit information from operators in 511 and expand coverage (MTC &amp; transit operators)</li> <li>• <b>Transit consolidation</b> – Develop and implement East County institutional and/or functional consolidation recommendations (Operators, MTC)</li> <li>• <b>Transit consolidation</b> – Support Solano County's efforts at consolidation, as appropriate (Operators, MTC)</li> </ul>
<b>Land Use</b>	<b>New Initiatives</b>
<ul style="list-style-type: none"> <li>• <b>TOD policy</b> – Continue station area planning efforts and corridor planning (MTC, ABAG, JPC, transit operators &amp; local jurisdictions)</li> <li>• <b>TOD policy</b> – Complete TOD study End of 2005 (MTC/JPC)</li> <li>• <b>Provide more land use planning funds</b> – Evaluate pilot Station Area Planning Program (MTC)</li> <li>• <b>Provide more land use planning funds</b> – Evaluate first three years of T-PLUS program and consider renewal (MTC, CMAs)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>TOD policy</b> – Develop TOD training and education program (MTC, ABAG, JPC, transit operators &amp; local jurisdictions)</li> <li>• <b>Provide more land use planning funds</b> – Expand Station Area Planning Program based on results of pilot program (MTC)</li> </ul>

**Work Underway**

**New Initiatives**

<b>Land Use cont.</b>	
<ul style="list-style-type: none"> <li>• <b>Create smarter suburbs</b> – Identify funding source to direct some Station Area Planning grants to suburban communities (e.g., eastern Contra Costa County, Sonoma and Marin counties) (MTC)</li> <li>• <b>Create smarter suburbs</b> – Partner with CMAs to develop county-level TLC programs partly aimed at suburban communities (MTC, CMAs)</li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Joint interregional planning projects</b> – Complete interregional planning studies and identify next steps (MTC, ABAG, MCOG, SJCOG, SACOG &amp; affected CMAs)</li> </ul>	
<b>Safety</b>	
<ul style="list-style-type: none"> <li>• <b>Complete seismic retrofit</b> – Assess seismic strengthening need for Dumbarton and Antioch toll bridges (MTC &amp; Caltrans)</li> <li>• <b>Coordinate security efforts</b> – Integrate regional transit security with overall urban security strategy (MTC, California OHS &amp; transit operators)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Complete seismic retrofit</b> – Secure additional funding for BART system seismic retrofit (MTC and BART)</li> <li>• <b>Complete seismic retrofit</b> – Implement AB 144, including administration, contracting and financial transitions (BATA, Caltrans)</li> <li>• <b>Increase federal homeland security funding</b> – Advocate for more funding for transit security and direct funding by need instead of formula (MTC &amp; transit operators)</li> </ul>
<b>HOT Lanes</b>	
<ul style="list-style-type: none"> <li>• <b>HOT legislation</b> – Monitor state and federal legislative efforts affecting HOT lanes (MTC &amp; CMAs)</li> <li>• <b>Try before we buy</b> – Complete environmental studies for two HOT lanes demonstration projects in Santa Clara County (VTA)</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Try before we buy</b> – Initiate regional HOT lane analysis later this year (MTC &amp; Caltrans)</li> <li>• <b>Try before we buy</b> – Refine designs for local HOT lanes based on experience in Minneapolis (MTC, Caltrans &amp; CMAs)</li> </ul>
<b>Resolution 3434</b>	
<ul style="list-style-type: none"> <li>• <b>TOD policy</b> – Continue station area planning efforts and corridor planning (MTC, ABAG, CMAs, transit operators &amp; local agencies)</li> <li>• <b>Support Prop. 43 retention</b> – Secure Prop. 42 payback and enact legislation to prevent future suspension (Partnership)</li> <li>• <b>Robust earmarks</b> – Continue to support Resolution 3434 earmark requests in annual appropriations cycles (MTC &amp; transit operators)</li> </ul>	

**Work Underway**

**New Initiatives**

<b>Goods Movement</b>	
<ul style="list-style-type: none"> <li><b><i>I-880 corridor improvements and maritime projects</i></b> – Coordinate with BTH on state Goods Movement Action Plan (MTC, Port of Oakland, EDAB)</li> </ul>	<ul style="list-style-type: none"> <li><b><i>I-880 corridor improvements</i></b> – Pursue earmark for ITS/freight project in I-880 corridor (MTC &amp; Port of Oakland, Bay Area World Trade Center)</li> <li><b><i>I-880 corridor improvements</i></b> – Advocate for projects in SB 1024 (MTC &amp; Port of Oakland, Bay Area World Trade Center)</li> <li><b><i>Options to expand capacity in I-580</i></b> – Work with Port of Oakland and San Joaquin COG on short haul railroad implementation plan (MTC, Port of Oakland, SJCOG)</li> <li><b><i>I-880 and I-580 corridor improvements</i></b> – Take advantage of new programs and flexibility in reauthorization (MTC &amp; Port of Oakland, CMAs)</li> </ul>

**Attachment B**  
**Transportation 2030 Calls to Action Status**

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role / MTC Section
<b>Road Maintenance</b>					
<p>1) <i>Condition funds</i> Fix roads shortfall formula so it does not rely solely on maintenance shortfall</p>	<ul style="list-style-type: none"> <li>• Local Streets and Roads (LS&amp;R) Committee proposed new allocation formula based on population, mileage, arterial-collector shortfall. Includes performance-based, off-the-top incentive for local jurisdictions.</li> <li>• LS&amp;R Committee proposed hybrid allocation formula for 3<sup>rd</sup> Cycle STP/CMAQ program</li> </ul>	<ul style="list-style-type: none"> <li>• Review of proposed hybrid formula for 3<sup>rd</sup> Cycle STP/CMAQ Program</li> <li>• Review of proposed new allocation formula for next RTP update</li> <li>• Consider conditioning funding for road rehabilitation on implementation of freeway ramp metering program</li> </ul>	<b>High</b>	<b>High</b>	Partnership LS&R Committee & PTAC MTC BHO & P&A
<p>2) <i>Devote more sales tax</i> Increase share</p> <p>3) <i>Self-help for every county</i> new transportation sales taxes</p>	<ul style="list-style-type: none"> <li>• Seven of nine counties now have current transportation sales taxes</li> </ul>	<ul style="list-style-type: none"> <li>• Solano and Napa now considering new sales tax for 2005 or 2006 (Solano prior sales tax devoted about 25% Napa prior sales tax devoted about 36%)</li> <li>• Little for MTC to do directly at this time</li> </ul>	<b>Medium</b>	<b>Low</b> – not much for MTC or partners to weigh in on	CMAs MTC Planning
<p>4) <i>Strengthen Prop. 42</i> Limit suspension</p>	<ul style="list-style-type: none"> <li>• Governor’s proposed \$1.3 billion in fiscal year 05-06 first step in right direction</li> <li>• Various legislative fixes in the works – requires constitutional amendment</li> <li>• Included in MTC Legislative Program</li> </ul>	<ul style="list-style-type: none"> <li>• Secure payback for funds borrowed in prior fiscal years</li> <li>• Enact legislation to prevent future suspension</li> </ul>	<b>Medium</b>	<b>High</b> – continue legislative program priority	Partnership Leg Committee MTC LPA

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Transit Maintenance</b>					
<p>1) <i>Condition funds</i> Change funding policies to encourage agencies to invest adequately in rehabilitation</p>	<ul style="list-style-type: none"> <li>10% of FTA formula funds set aside for distribution based on ridership and revenue generation</li> </ul>	<ul style="list-style-type: none"> <li>Consider formula based on ridership and revenue generation for \$170 million in additional FTA Section 5307 funds (summer 2005)</li> </ul>	<b>High</b>	<b>Medium –</b>	Partnership Transit Finance Committee & PTAC MTC P&A
<p>2) <i>Extend useful life</i> Longer vehicle replacement life</p>	<ul style="list-style-type: none"> <li>Exploring new capital needs model, “State of Ideal Repair”, which considers capital needs to support system reliability and bases asset replacement on use and age</li> </ul>	<ul style="list-style-type: none"> <li>Set aside resources to update and enhance capital needs inventory and develop software to track “State of Ideal Repair”</li> </ul>	<b>High</b>	<b>High</b>	Partnership Transit Finance Committee & PTAC MTC P&A
<p>3) <i>Devote more sales tax</i> Increase share</p>	<ul style="list-style-type: none"> <li>Seven of nine counties now have current transportation sales taxes</li> </ul>	<ul style="list-style-type: none"> <li>Only Solano and Napa have new sales tax measures; neither operator has significant shortfall per T-2030</li> <li>As existing sales taxes come up for renewal in the future, advocate transit maintenance</li> </ul>	<b>Medium</b>	<b>Low –</b> not much for MTC or partners to weigh in on	CMAs MTC Planning
<p>4) <i>Transit consolidation</i></p>	<ul style="list-style-type: none"> <li>Commission direction to look at institutional and functional consolidation of existing and future commuter rail services in RM2 Regional Rail Plan</li> <li>Commission support for East Bay Suburban Bus Efficiency Study</li> <li>Solano County initiating consolidation discussion</li> </ul>	<ul style="list-style-type: none"> <li>RM2 Regional Rail Plan will assess rail operator governance issues (summer 2005)</li> <li>Develop and implement institutional and/or functional consolidation recommendations</li> <li>Support Solano County’s effort, as appropriate</li> </ul>	<b>Medium</b>	<b>High –</b> Commission priority	Affected transit agencies BART, Caltrain, and MTC for RM 2 Regional Rail study MTC Planning and P&A
<p>5) <i>Additional sales tax for BART</i></p>	<ul style="list-style-type: none"> <li>None to date</li> <li>Budget woes trump all else; likely fare increase/service reductions first order of business</li> </ul>	<ul style="list-style-type: none"> <li>No opportunities likely in the near future</li> </ul>	<b>Low –</b> at this time	<b>Low –</b> not ready at this time	BART MTC P&A

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>State Highway Maintenance</b>					
1) <i>Index gas tax</i>	<ul style="list-style-type: none"> <li>Included in MTC Legislative Program</li> </ul>	<ul style="list-style-type: none"> <li>No action likely due to lack of legislative interest</li> </ul>	<b>Low</b>	<b>Low</b> – little legislative interest	Partnership Leg Committee MTC LPA
2) <i>Increase truck weight fees</i>	<ul style="list-style-type: none"> <li>None to date</li> </ul>	<ul style="list-style-type: none"> <li>No action likely due to lack of legislative interest</li> </ul>	<b>Low</b>	<b>Low</b> – little legislative interest	Partnership Leg Committee MTC LPA
3) <i>Trim the STIP to support the SHOPP</i> Direct more State Highway funds into SHOPP	<ul style="list-style-type: none"> <li>2006 STIP and SHOPP estimates to be adopted in August. Expect to see growth in SHOPP compared to 2004. (summer 2005)</li> </ul>	<ul style="list-style-type: none"> <li>If actual State Highway Account revenues exceed estimates, advocate for proportional share to SHOPP</li> </ul>	<b>High</b>	<b>Medium</b> – discussion now on 2006 policies	Partnership Board & PTAC MTC P&A

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Improve Regional Operations Programs</b>					
1) <i>Increase vehicle registration fees for incident management</i>	<ul style="list-style-type: none"> <li>Several counties pursuing their own fee increases for local traffic mitigation among other purposes (Marin, Napa, Alameda, Contra Costa, Santa Clara, San Mateo)</li> <li>Included in Legislative Program</li> </ul>	<ul style="list-style-type: none"> <li>Discussion on region-wide fee not likely since fee is being pursued on county-by-county basis</li> </ul>	<b>Low</b> – regional fee <b>High</b> – county fees	<b>Low</b> – counties pursuing their own initiatives	MTC & CMAAs MTC LPA
2) <i>Complete instrumentation of the freeway for incident response</i>	<ul style="list-style-type: none"> <li>Regional funds dedicated to CCTV upgrades for first two years</li> <li>State has indicated commitment to provide \$40 million a year for system to improve incident detection and response (subject to CTC action, fall 2005)</li> </ul>	<ul style="list-style-type: none"> <li>Develop and implement projects to be funded through state commitment</li> </ul>	<b>High</b>	<b>Medium</b> – maintain current level of effort	MTC & Caltrans MTC BHO & TCI
3) <i>Regional ramp metering</i>	<ul style="list-style-type: none"> <li>Implemented metering at Route 237/I-880 interchange</li> <li>Studies complete and implementation underway on I-580 in Livermore and US 101 in southern San Mateo County</li> </ul>	<ul style="list-style-type: none"> <li>Complete implementation on I-580 in the Tri-Valley and US 101 in San Mateo</li> <li>Explore opportunities in conjunction with I-680 Smart Carpool Project over Sunol Grade</li> </ul>	<b>High</b> – Livermore and San Mateo County <b>Medium</b> – other areas	<b>High</b> – renewed interest	Caltrans, MTC & local jurisdictions MTC BHO
4) <i>Improve arterial operations</i>	<ul style="list-style-type: none"> <li>T-2030 commits to 3 more years of regional funding</li> <li>Ongoing work with Smart Corridors Task Force</li> </ul>	<ul style="list-style-type: none"> <li>Develop long-term funding plan and commitment by local jurisdictions for re-timing signals</li> <li>Smart Corridors Task Force developing long term funding proposal for next RTP update</li> </ul>	<b>Low</b>	<b>Medium</b> – locals to fund their own programs after 3 years	MTC & local jurisdictions MTC BHO
5) <i>Clear incidents</i> Improve communications	<ul style="list-style-type: none"> <li>Creating communications gateway for CHP to communicate with four north bay counties in event of a major collision or security incident</li> <li>Incident management procedures review underway</li> <li>CHP implemented CLEAR program with increased motorcycle patrols on I-80.</li> </ul>	<ul style="list-style-type: none"> <li>Review gateway communications program and, if successful, expand</li> <li>Implement recommendations to improve incident management when review is complete</li> </ul>	<b>High</b>	<b>High</b> – maintain current level of effort	CHP, Caltrans & MTC MTC BHO & LPA

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Air Quality</b>					
1) Spare the Air Program 2) Car scrappage 3) Auto catalytic converter retrofit 4) Retrofit buses and heavy duty vehicles to reduce particulate matter	<ul style="list-style-type: none"> <li>\$1M/yr funding to air district for Spare the Air</li> <li>Commission adopted \$20M Clean Air in Motion program over two years. Program including funding for Free Transit on Spare the Air days, car scrappage and auto catalytic converter retrofit</li> <li>Implementing \$17M PM bus retrofit with operators and Air District over two years</li> </ul>	<ul style="list-style-type: none"> <li>Work with Air District to identify funding strategies for other transportation emissions reduction programs</li> <li>Develop program strategy with CARB to implement catalytic converter retrofit</li> <li>Develop other programs as appropriate to demonstrate attainment of federal/state standards</li> </ul>	<b>Medium</b>	<b>Medium</b> – continue ongoing coordination with Air District and CARB	BAAQMD, MTC & transit operators MTC Planning

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Access to Mobility</b>					
<p>1) <i>Remove state-imposed barriers to coordinated programs</i></p> <p>2) <i>Loosen Medicaid restrictions Allow non-emergency trips</i></p>	<ul style="list-style-type: none"> <li>MTC supports SB 20 as amended; bill would extend California’s pilot Low-Cost Auto Insurance Program</li> <li>Included in MTC’s 2005 Legislative Program to identify new funding sources for transit operations</li> </ul>	<ul style="list-style-type: none"> <li>Little for MTC to do at this time. Not able to move forward due to lack of state support.</li> </ul>	<b>Low</b>	<b>Low</b> – continue ongoing effort as opportunities arise	Partnership Leg Committee MTC LPA & Planning
<p>3) <i>Fine-tune TLC and HIP Address mobility barriers</i></p>	<ul style="list-style-type: none"> <li>TLC/HIP guidelines revised to recognize importance of accessibility</li> <li>New TLC projects programmed fall 2004. New HIP projects programmed summer 2005</li> </ul>	<ul style="list-style-type: none"> <li>Seek EDAC guidance on specific barriers to be examined further through TLC/HIP design review</li> </ul>	<b>High</b>	<b>Medium</b> – continue ongoing effort	MTC, CMAs & local jurisdictions MTC Planning
<p>4) <i>Think beyond the bike Make paths of travel to fixed-route transit accessible</i></p>	<ul style="list-style-type: none"> <li>Station Area Plan Program guidelines and Regional Bike and Pedestrian Program criteria reflect importance of accessibility. Station Area Plan Program guidelines require development of pedestrian-oriented design standards and policies, which would address accessible paths of travel</li> <li>Regional Pedestrian Districts planning effort focuses on pedestrian access to transit and will reflect importance of accessibility</li> </ul>	<ul style="list-style-type: none"> <li>With local jurisdictions and CMAs, review Station Area Planning efforts to ensure they include pedestrian-oriented design standards</li> <li>Implement recommendations from the Regional Pedestrian Districts planning effort</li> </ul>	<b>High</b>	<b>Medium</b> – continue ongoing effort	MTC, CMAs & local jurisdictions MTC Planning
<p>5) <i>Enhance local demographic information</i></p>	<ul style="list-style-type: none"> <li>MTC preparing a report that will profile demographic information and travel characteristics for Bay Area seniors, youth, disabled and low-income residents</li> </ul>	<ul style="list-style-type: none"> <li>Amend SRTP guidelines to include standards for operators to collect demographic information</li> </ul>	<b>High</b>	<b>High</b>	MTC & transit operators MTC Planning
<p>6) <i>Identify strategies for enhanced use of taxis</i></p>	<ul style="list-style-type: none"> <li>Taxi symposium in May 2005</li> <li>Marin County stakeholder meeting</li> </ul>	<ul style="list-style-type: none"> <li>Sponsor follow-up planning study and pilot programs to test innovative use of taxi services</li> </ul>	<b>Medium</b>	<b>High</b>	MTC, transit operators, taxi companies & social service agencies MTC Planning

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Lifeline</b>					
1) <i>Finish what's been started</i> Complete Community-based Transportation Plans	<ul style="list-style-type: none"> <li>5 plans completed</li> <li>5 additional plans underway</li> <li>Leadership transitioned to CMAs</li> </ul>	<ul style="list-style-type: none"> <li>Complete CBTPs by 2007</li> <li>Seek additional funding for projects identified in CBTPs</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	CMAs & transit operators MTC Planning
2) <i>Target new Lifeline funding</i>	<ul style="list-style-type: none"> <li>Lifeline transitioning to CMAs</li> <li>Guidelines for CMA programs</li> <li>Lifeline “bridge” funding to be allocated through CMAs</li> </ul>	<ul style="list-style-type: none"> <li>CMAs to program new Lifeline funds in 2006</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC & CMAs MTC Planning and P&A
3) <i>Put local dollars to work</i> Ensure that strategies to address needs are included in local sales tax programs and other efforts	<ul style="list-style-type: none"> <li>Completed CBTPs identify needs</li> <li>CMAs to take ownership of CBTPs</li> <li>Lifeline “bridge” funding to be allocated through CMAs</li> </ul>	<ul style="list-style-type: none"> <li>Complete CBTPs by 2007</li> <li>Leverage funds in existing sales tax measures and encourage new measures to set aside funding for CBTP recommendations</li> <li>Encourage CMAs to engage with community stakeholders</li> </ul>	<b>Medium</b>	<b>High</b> – continue ongoing effort	CMAs & transit operators MTC Planning
4) <i>Increase JARC funding</i>	<ul style="list-style-type: none"> <li>Included in Legislative Program</li> <li>House and Senate reauthorization bills would increase funding level</li> <li>Proposal to make JARC program formula-based under consideration by the Conference Committee</li> </ul>	<ul style="list-style-type: none"> <li>Little to do while discussions continue on reauthorization</li> </ul>	<b>High</b>	<b>Medium</b> – continue ongoing effort	MTC, local jurisdictions & social service agencies MTC LPA
5) <i>Make the land-use connection</i>	<ul style="list-style-type: none"> <li>TOD policy includes incentive for “below-market” housing (50% bonus toward corridor threshold)</li> <li>HIP call for projects includes affordable housing incentives</li> <li>Evaluation criteria include consideration if TLC project is located in a community of concern</li> </ul>	<ul style="list-style-type: none"> <li>Ensure that local agencies adopt local area plans that include policies for low-income housing, as required by TOD policy</li> <li>Monitor county HIP programs with respect to incentives</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC, CMAs, local jurisdictions & transit operators MTC Planning
6) <i>Identify strategies to increase access to autos</i>	<ul style="list-style-type: none"> <li>CBTP transportation solutions include auto-oriented strategies</li> <li>MTC supports SB 20 as amended; bill would extend California’s pilot Low-Cost Auto Insurance Program</li> <li>Literature review underway</li> </ul>	<ul style="list-style-type: none"> <li>Evaluate existing programs nationwide</li> <li>Host a workshop or symposium to strategize about opportunities to improve access to autos</li> <li>Implement pilot project to improve access to autos</li> </ul>	<b>Medium</b>	<b>Medium</b>	MTC, CMAs

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b><i>Bicycle &amp; Pedestrian</i></b>					
1) <i>Routine accommodation</i>	<ul style="list-style-type: none"> <li>• MTC initiating study of implementation by Caltrans and local jurisdictions (summer 2005)</li> <li>• RTIP funding policies reference routine accommodation</li> <li>• TIP and RTIP web-based application includes checklist to screen for routine accommodation</li> </ul>	<ul style="list-style-type: none"> <li>• Complete study of routine accommodation and articulate next steps</li> </ul>	<b>Medium</b>	<b>High</b> – continue ongoing effort	MTC, CMAs & Caltrans MTC Planning and P&A
2) <i>Support Safe Routes to School</i>	<ul style="list-style-type: none"> <li>• Senate reauthorization bill includes additional funding</li> <li>• MTC helping TALC/EBBC implement \$20M RM2 Safe Routes to Transit Program</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to support Caltrans’ current Safe Routes to School Program</li> </ul>	<b>High</b>	<b>Medium</b> – continue ongoing effort	MTC & CMAs MTC Planning and LPA
3) <i>Increase sales tax funding for bicyclists and pedestrians</i>	<ul style="list-style-type: none"> <li>• Most new sales tax measures in 2004 included higher levels for bike/pedestrian projects</li> <li>• Regional bike/pedestrian program provides credit for counties with substantial sales tax proceeds for bike/pedestrian projects</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage Solano and Napa counties to consider sales tax funding share for</li> </ul>	<b>Medium</b>	<b>Low</b> – little to do at this time	CMAs MTC Planning
4) <i>TLC for bicyclists and pedestrians</i>	<ul style="list-style-type: none"> <li>• Continues to be TLC eligible; several projects funded</li> <li>• Many CMAs have indicated that local TLC funds will go to bike and pedestrian projects</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to monitor and assess what share of TLC funds are going to improvements serving cyclists and pedestrians</li> </ul>	<b>Medium</b>	<b>Low</b> – monitor ongoing effort	MTC & CMAs MTC Planning
5) <i>Develop more comprehensive data on walking and bicycling levels and safety</i>	<ul style="list-style-type: none"> <li>• MTC SafetyTAP program reviewed data collection and analysis by select jurisdictions</li> <li>• Collision Analysis Task Force developing handbook</li> <li>• MTC bicycle and pedestrian count program in operation for 4<sup>th</sup> year</li> <li>• California Pedestrian Committee reviewing SWITRS reporting procedures</li> </ul>	<ul style="list-style-type: none"> <li>• Outreach and education campaign in conjunction with release of the collision analysis handbook</li> </ul>	<b>Medium</b>	<b>High</b> – continue ongoing effort	MTC

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Seamless Transit</b>					
1) <i>Full TransLink® implementation</i>	<ul style="list-style-type: none"> <li>• Full roll out proceeding, slowly</li> </ul>	<ul style="list-style-type: none"> <li>• Continue to support full roll out through completion</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	TransLink® Consortium MTC TCI
2) <i>Establish regional system of hubs</i> 3) <i>Improve customer information services</i>	<ul style="list-style-type: none"> <li>• Completed 1<sup>st</sup> Phase of Transit Connectivity study – identified key hubs</li> <li>• First round of RM 2 real time transit information funding complete</li> <li>• Real time information for Muni light rail available on 511</li> </ul>	<ul style="list-style-type: none"> <li>• Complete Phase 2 of Transit Connectivity Study – confirm hubs; identify hub improvements, traveler information needs, and “last mile “ gaps; develop guidelines for regional way-finding signage</li> <li>• Develop implementation plan and identify funding for Connectivity Study recommendations</li> <li>• Develop architecture for assembling real time transit information from operators in 511 and expand coverage</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC & transit operators MTC Planning and TCI
4) <i>Transit consolidation</i>	<ul style="list-style-type: none"> <li>• Commission direction to look at institutional and functional consolidation of existing and future commuter rail services in RM2 Regional Rail Plan</li> <li>• East County consolidation study underway</li> <li>• Solano County initiating consolidation discussion</li> </ul>	<ul style="list-style-type: none"> <li>• RM2 Regional Rail Plan will assess rail operator governance issues (summer 2005)</li> <li>• Develop and implement East County institutional and/or functional consolidation recommendations</li> <li>• Support Solano County’s effort as appropriate</li> </ul>	<b>Medium</b>	<b>High</b> – Commission priority	Affected transit agencies BART, Caltrans & MTC for RM 2 Regional Rail study MTC Executive Office (Ann) & Planning

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Land Use</b>					
1) <i>TOD Policy</i> Condition transit funds on supportive land use	<ul style="list-style-type: none"> <li>TOD study data and case studies on current and projected land uses around Res. 3434 stations</li> <li>TOD policy adopted summer 2005</li> </ul>	<ul style="list-style-type: none"> <li>Complete TOD study</li> <li>Continue work with transit operators, local jurisdictions on station area and corridor planning</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC, ABAG, CMAs, transit operators, local agencies MTC Planning
2) <i>Provide more land use planning funds</i>	<ul style="list-style-type: none"> <li>TLC planning cycle in 2005</li> <li>\$2.5M pilot Station Area Plan funding program launch summer 3005 for select Res. 3434 projects</li> <li>T-PLUS funding to CMAs</li> </ul>	<ul style="list-style-type: none"> <li>Evaluate and potentially expand future Station Planning program</li> <li>Evaluate first three years of T-PLUS program; consider renewal</li> </ul>	<b>High</b>	<b>High</b> - MTC, CMAs, transit operators, local agencies	MTC, ABAG, CMAs, transit operators, local agencies MTC Planning
3) <i>Create smarter suburbs</i>	<ul style="list-style-type: none"> <li>Several CMAs using T-PLUS program to look at land use beyond Res. 3434 extension corridors</li> <li>MTC, ABAG, STA and SACOG applied for grant to study concept along the I-80 corridor</li> </ul>	<ul style="list-style-type: none"> <li>Identify funding source to direct some station area planning grants to suburban communities (e.g., eastern Contra Costa, Sonoma and Marin counties)</li> <li>Partner with CMAs to develop county-level TLC programs partly aimed at suburban communities</li> </ul>	<b>Medium</b>	<b>High</b> - MTC, CMAs, transit operators, local agencies	MTC, ABAG, CMAs, transit operators, local agencies MTC Planning
4) <i>Joint interregional planning projects</i>	<ul style="list-style-type: none"> <li>ABAG coordinating planning with Lake/Mendocino and San Joaquin</li> <li>Caltrans inter-regional study to look at southern (SR 156) gateway</li> <li>MTC, ABAG, STA and SACOG received grant to coordinate inter-regional smart growth efforts and assist STA and SACOG with inter-regional travel forecast effort</li> </ul>	<ul style="list-style-type: none"> <li>Complete current studies and identify next steps</li> </ul>	<b>Medium</b>	<b>High</b> – Commission priority	MTC, ABAG, MCOG, SJCOG, SACOG and affected CMAs MTC Planning
5) <i>Monitor smart growth</i> Quantify progress	<ul style="list-style-type: none"> <li>ABAG/MTC agreement with FTA &amp; FHWA to monitor progress toward achieving Projections 05 policy forecasts</li> <li>JPC formed to further smart growth policies and monitor progress</li> <li>MTC reviewing survey data on travel patterns of persons living near transit</li> </ul>	<ul style="list-style-type: none"> <li>Work with FTA, FHWA and US EPA to develop an acceptable Smart Growth monitoring process for Projections 05</li> <li>Further research on travel behavior of TOD residents: literature review and scoping future studies to develop better information on why people choose to live in TODs</li> </ul>	<b>High</b>	<b>Medium</b> – continue ongoing effort	JPC MTC Planning

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Safety</b>					
1) <i>Complete seismic retrofit</i>	<ul style="list-style-type: none"> <li>Toll bridge seismic retrofit complete for San Mateo-Hayward and Benicia-Martinez toll bridges. Underway for Bay Bridge and Richmond-San Rafael Bridge</li> <li>Approximately 70 local bridges identified as needing repairs</li> <li>AB 144 establishes financial plan for Bay Bridge East Span seismic project and transfers financial and oversight of state toll bridge seismic program to BATA,</li> <li>BART seismic bond</li> </ul>	<ul style="list-style-type: none"> <li>Assess seismic needs for Dumbarton and Antioch toll bridges</li> <li>All local bridge seismic needs expected to be met by the end of 2008</li> <li>Secure additional funding for BART system seismic retrofit</li> <li>Implement AB 144, including administration, contracting and financial transitions</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC & Caltrans MTC Executive Office, BHO & LPA
2) <i>Vehicle registration fee for safety and security</i>	<ul style="list-style-type: none"> <li>Several counties pursuing their own fee increases for local traffic mitigation among other purposes (Marin, Napa, Alameda, Contra Costa, Santa Clara, San Mateo)</li> <li>Included in Legislative Program</li> </ul>	<ul style="list-style-type: none"> <li>Discussion on region-wide fee not likely since fee is being pursued on county-by-county basis</li> </ul>	<b>Low</b> – regional fee <b>High</b> – county fees	<b>Low</b> – counties pursuing their own initiatives	MTC & CMAs MTC LPA
3) <i>Analyze traffic collision data</i>	<ul style="list-style-type: none"> <li>Included in State of System but no regionwide, systematic approach</li> <li>MTC Task Force developing guidelines for local jurisdictions to conduct collision analysis</li> </ul>	<ul style="list-style-type: none"> <li>Develop a strategy and identify funding for regional collision analysis</li> </ul>	<b>Medium</b>	<b>Medium</b> – develop strategy	MTC, Caltrans, CHP and local jurisdictions MTC Planning & BHO
4) <i>Coordinate security efforts</i> 5) <i>Increase federal homeland security funding</i>	<ul style="list-style-type: none"> <li>MTC working with Department of Homeland Security and local agencies to coordinate funding given to Bay Area operators</li> <li>FTA security assessments complete</li> <li>Transit operator security training</li> <li>Increased federal funding to urban areas and rail operators in fiscal years '03, '04 and '05.</li> <li>Included in Legislative Program</li> </ul>	<ul style="list-style-type: none"> <li>Integrate regional transit security with overall urban security strategy</li> <li>Continue to advocate for more funding and direct funding by need instead of formula</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC, California OHS & transit operators MTC Planning & BHO; LPA for funding

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b><i>HOT Lanes</i></b>					
<p>1) <i>Try before we buy</i> 2) <i>Help from our friends</i></p>	<ul style="list-style-type: none"> <li>• Alameda County CMA, VTA, Caltrans, CHP and MTC working on I-680 Smart Carpool Lane implementation– 2009 start-up.</li> <li>• Alameda CMA conducting initial studies to assess feasibility in I-580 corridor for second authorized demonstration project</li> <li>• VTA completed 1<sup>st</sup> phase of countywide HOT lanes – priority of SR 85 and US 101</li> </ul>	<ul style="list-style-type: none"> <li>• Develop design, communications plan, concept of operations for I-680 Smart Carpool Lane. Complete environmental review.</li> <li>• VTA to complete implementation and environmental studies for two demonstration projects in Santa Clara County</li> <li>• MTC to initiate 1<sup>st</sup> phase of regional HOT lane analysis later this year – co-sponsored and funded by Caltrans</li> <li>• Refine designs for local HOT lanes based on experience in Minneapolis</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC, Caltrans & CMAs MTC Planning
3) <i>HOT legislation</i>	<ul style="list-style-type: none"> <li>• Likely that feds will allow more HOT lanes on interstates though reauthorization</li> <li>• State legislative initiatives would broaden authority to implement HOT lanes</li> <li>• Included in Legislative Program</li> </ul>	<ul style="list-style-type: none"> <li>• Monitor state and federal legislative efforts</li> </ul>	<b>Medium</b>	<b>High</b> – continue ongoing effort	MTC & CMAs MTC LPA

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Resolution 3434</b>					
1) <i>TOD Policy</i> Condition transit expansion funds on land use	<ul style="list-style-type: none"> <li>TOD policy adopted summer 2005 conditions Res. 3434 expansion projects on planning for supportive land uses</li> </ul>	<ul style="list-style-type: none"> <li>Continue to work with transit operators and local jurisdictions in station area planning efforts and corridor planning</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC, ABAG, CMAs, transit operators, local agencies MTC Planning
2) <i>Robust earmarks</i>	<ul style="list-style-type: none"> <li>Working with legislative delegation</li> <li>In MTC’s legislative program</li> </ul>	<ul style="list-style-type: none"> <li>Continue to support earmark requests in annual appropriations cycles</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC & transit operators PLA & P&A
3) <i>Support Prop 42 retention</i>	<ul style="list-style-type: none"> <li>Governor’s proposed \$1.3 billion in fiscal year 05-06 first step in right direction</li> <li>Various legislative fixes in the works – requires constitutional amendment</li> <li>Included in MTC’s Legislative Program</li> </ul>	<ul style="list-style-type: none"> <li>Secure payback for funds borrowed in prior fiscal years</li> <li>Enact legislation to prevent future suspension</li> </ul>	<b>Medium</b>	<b>High</b> – continue legislative program priority	Partnership Leg Committee MTC LPA
4) <i>Support sale tax passage</i>	<ul style="list-style-type: none"> <li>Seven of nine counties have local sales tax programs in place.</li> <li>Napa and Solano considering new sales tax measures; neither county has Resolution 3434 project funding needs</li> </ul>	<ul style="list-style-type: none"> <li>None identified at this time</li> </ul>	<b>N/A</b>	<b>Low</b> – not much for MTC to do at this time	Solano and Napa CMAs MTC Planning P&A
5) <i>Support High Speed Rail (HSR)</i>	<ul style="list-style-type: none"> <li>Bond measure likely moved to 2008</li> </ul>	<ul style="list-style-type: none"> <li>MTC to conduct Regional Rail Plan that will update Statewide HSR ridership/revenue model and define promising Central Valley/Bay Area HSR alignments</li> </ul>	<b>Medium</b>	<b>Medium</b> – continue ongoing effort	MTC, BART, Caltrain, CHSRA, transit agencies, CMAs MTC Planning

Transportation 2030 Calls to Action	Achievements to Date	Work Still to Do	Chance of Success	Resulting Regional Priority	Lead Partnership Role/ MTC Section
<b>Goods Movement</b>					
<p>1) <i>I-880 corridor improvements</i>            2) <i>Maritime projects</i>                Improve port access            3) <i>Options to expand capacity in I-580</i></p>	<ul style="list-style-type: none"> <li>• ITS earmark sought for I-880/580 corridors</li> <li>• I-880 interchanges included in Projects of National/Regional Significance</li> <li>• I-880 and I-580 improvements Included in BTH Goods Movement Action plan</li> <li>• I-580 Truck climbing lanes now part of Resolution No. 3434 freeway improvement package</li> <li>• Earmark requested for inland rail shuttle in I-580 corridor</li> </ul>	<ul style="list-style-type: none"> <li>• Work with federal agencies and local federal delegation on ITS funding opportunities in I-880 corridor</li> <li>• Work with Port of Oakland and San Joaquin COG on short-haul railroad implementation plan in I-580 corridor</li> <li>• Coordinate with BTH on state Goods Movement Action Plan prioritization and funding strategies</li> <li>• Advocate for Bay Area projects in SB 1024</li> <li>• Work with West Coast Corridor Coalition to take advantage of new programs and flexibility in reauthorization</li> <li>• Establish local Freight Advisory Board to address various goods movement issues</li> </ul>	<b>High</b>	<b>High</b> – continue ongoing effort	MTC, ACCMA, Port of Oakland, Partnership MTC Planning
<p>4) <i>Develop land use strategies</i>            Preserve land for freight-related uses</p>	<ul style="list-style-type: none"> <li>• Raised topic in local and statewide discussions</li> </ul>	<ul style="list-style-type: none"> <li>• Work with ABAG and consultant to identify freight-critical land uses that should be preserved</li> <li>• Work with local agencies to coordinate truck route planning</li> <li>• Assess how local ordinances impact night/off-peak deliveries</li> </ul>	<b>Medium</b>	<b>High</b> – develop work plan	MTC, ABAG, Port of Oakland, local jurisdictions MTC Planning

## Key to Acronyms and Abbreviations

ABAG	Association of Bay Area Governments	MTC P&A	MTC Programming and Allocations section
BAAQMD	Bay Area Air Quality Management District	MTC Planning	MTC Planning section
BART	Bay Area Rapid Transit District	MTC TCI	MTC Transit Coordination and Information
BTH	Business, Transportation & Housing Agency	Partnership Leg Committee	Partnership Legislation Committee
CARB	California Air Resources Board	Partnership LS&R	Partnership Local Streets and Roads Committee
CBTP	Community Based Transportation Plan	PTAC	Partnership Technical Advisory Committee
CHP	California Highway Patrol	RTIP	Regional Transportation Improvement Program
CHSRA	California High Speed Rail Authority	RM 2	Regional Measure 2
CMAAs	Congestion management agencies	SACOG	Sacramento Area Council of Governments
CMAQ	Congestion Mitigation and Air Quality Improvement Program	SJCOG	San Joaquin Council of Governments
FHWA	Federal Highway Administration	STA	Solano Transportation Authority
FTA	Federal Transit Administration	STIP	State Highway Improvement Program
HIP	Housing Incentive program	STP	Surface Transportation Program
ITS	Intelligent Transportation Systems	SHOPP	State Highway Operations and Protection Program
JARC	Job Access and Reverse Commute Program (federal funding program)	TLC	Transportation for Livable Communities program
JPC	Joint Policy Committee	T-PLUS	Transportation Planning and Land Use Solutions program
MCOG	Mendocino Council of Governments	TOD	Transit oriented development
MTC BHO	MTC Bridge and Highway Operations section	VTA	Valley Transportation Authority
MTC LPA	MTC Legislation and Public Affairs section		