

El Cerrito

TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

Hercules

DATE & TIME: Thursday, March 14, 2019 • 9:00 AM – 11:00 AM
LOCATION: WCCTAC Offices • 6333 Potrero Ave. at San Pablo Avenue, El Cerrito, CA 94530
TRANSIT OPTIONS: Accessible by AC Transit #72, #72R, #72M & El Cerrito del Norte BART Station

Pinole

1. CALL TO ORDER and SELF-INTRODUCTIONS

Estimated Time:* 9:00 AM, (5 minutes)

2. PUBLIC COMMENT

Estimated Time:* 9:05 AM, (5 minutes)

Richmond

The public is welcome to address the TAC on any item that is not listed on the agenda. Please fill out a speaker card and hand it to staff. Please limit your comments to 3 minutes. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

San Pablo

3. CONSENT CALENDAR

Estimated Time:* 9:10 AM, (5 minutes)

A. Minutes & Sign in Sheet from February 14, 2019

Recommendation: Approve as presented.

Attachment: Yes

Contra Costa
County

4. REGULAR AGENDA ITEMS

A. STMP Nexus Update: City Council Reviews

Description: By the date of the TAC meeting, four city councils will have reviewed the STMP Master Cooperative Agreement and Ordinance. WCCTAC staff will provide an update on the actions taken, and the feedback provided, by each council. The TAC will discuss and consider any potential follow-up steps.

Recommendation: Receive staff update and discuss next steps.

Attachments: No.

Presenter/Lead Staff: Leah Greenblat, WCCTAC Project Manager.

AC Transit

BART

Estimated Time:* 9:15 AM, (15 minutes)

B. 2019 Measure J Strategic Plan – Funding Assumptions

Description: CCTA released a letter to RTPCs in January, 2019 notifying them of the initiation of the 2019 Measure J Strategic Plan Update. The Authority is also predicting lower sales tax revenue over the next 18-24 months. To match the reduced sales tax revenue forecast, the

WestCAT

letter includes suggested Measure J funding reductions to various project categories in the Strategic Plan. CCTA is seeking RTPCs input on reductions no later than April 26, 2019. Their goal is to minimize the impact to ongoing Measure J projects, while taking into consideration factors such as sub-regional priorities, existing commitments, project readiness, and opportunities to use other funds to complete projects.

Recommendation: Develop a recommendation to bring to the WCCTAC Board at either the March or April Board meeting.

Attachments: Yes.

Presenter/Lead Staff: Hisham Noemi, CCTA Staff.

Estimated Time:* **9:30 AM**, (30 minutes)

C. Plan Bay Area 2050

Description: MTC's Call for Projects for the next Regional Transportation Plan (RTP) (also referred to as Plan Bay Area 2050) was released on March 5, 2019. In response, the Authority's Planning Committee authorized CCTA staff to begin work with the Regional Transportation Planning Committees (RTPCs) and transit operators on developing a 30-year project list. In order to meet MTC's deadline, the Authority is asking the RTPCs and transit operators to review and update the RTP project lists by May 15, 2019.

Recommendation: Review and provide feedback to CCTA on the Plan Bay Area 2050 project list.

Attachments: Yes.

Presenter/Lead Staff: Hisham Noemi, CCTA Staff.

Estimated Time:* **10:00 AM**, (30 minutes)

D. Draft WCCTAC Work Program FY 2019-2020

Description: Each year, staff provides the TAC with a draft of the work program for the upcoming fiscal year and solicits feedback. The work program, along with the draft budget and proposed dues, will be presented to the WCCTAC Board at the April meeting. Following the Board's review, these will be provided to member agencies for review and comment. The work program, budget, and dues will be brought back to the WCCTAC Board in June for final approval.

Recommendation: Review and provide feedback on the draft WCCTAC Work Program for FY2019-2020

Attachments: Yes.

Presenter/Lead Staff: John Nemeth, Executive Director.

Estimated Time:* **10:30 AM**, (15 minutes)

5. STANDING ITEMS

A. Technical Coordinating Committee (TCC) Report

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC's TCC Representatives & WCCTAC Staff

Estimated Time:* **10:45 AM**, (5 minutes)

6. **ADJOURNMENT**

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, April 11, 2019.

Estimated Time:* **10:50 AM**

- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
- If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
- Handouts provided at the meeting are available upon request and may also be viewed at WCCTAC's office.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

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WCCTAC TAC Meeting Minutes

MEETING DATE: February 14, 2019

MEMBERS PRESENT: Yvetteh Ortiz, El Cerrito; Holly Smyth, Hercules; Colin Piethe, County; Lori Reese-Brown and Denee Evans, Richmond; Aileen Hernandez, BART; Tamara Miller, Pinole and Jill Mercurio, San Pablo.

GUESTS: Julie Morgan and Francisco Martin, Fehr and Peers; Bob Spencer, Urban Economics; Mary Halle and Colin Piethe, County; Jimmy Zhou, San Pablo; and Bill Pinkham, CBPAC Representative.

STAFF PRESENT: John Nemeth, Leah Greenblat

ACTIONS LISTED BY: WCCTAC Staff

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Called to Order	The meeting was called to order at 9:14 a.m.
2.	Public Comment	None.
3.	Consent Calendar: a. Action Minutes and Sign-in Sheet from January 10, 2019	Moved by Smyth, seconded by Brown, and unanimously adopted.
4.	STMP Nexus Update: Status of Final Documents, Model Staff Report, Planning for Council Meetings and Draft Administrative Guidelines	Leah Greenblat reviewed recent comments and changes to the STMP Master Cooperative Agreement, the Model Ordinance, the draft Administrative Guidelines, and draft Model Staff Report. TAC members provided feedback on the draft documents.
5.	STMP Disbursements: Funding Agreements	WCCTAC staff announced that it started working on the new funding agreements and the amendments to existing agreements.

6.	TCC Update	None.
7.	Adjourn	The meeting adjourned at 10:41 AM.

Feb. 2019 TAC

Sign in Sheet for the WCCTAC Technical Advisory Committee Meeting

WCCTAC TAC	INITIALS	AGENCY	EMAIL	PHONE
Lori Reese Brown	LRB	Richmond	Lori_reese-brown@ci.richmond.ca.us	510.620.6869
Charles Ching		San Pablo	charlesc@sanpabloca.gov	
John Cunningham		CCC DCD	John.cunningham@dcd.cccounty.us	925.674.7833
G. Aileen Hernandez		BART	ghernan@bart.gov	510.464.6564
Deneé Evans		Richmond	Denee.evans@ci.richmond.ca.us	510.621.1718
Carol Huang		San Pablo	carolh@sanpabloca.gov	
Nathan Landau		AC Transit	NLandau@actransit.org	510.891.4792
Jill Mercurio		San Pablo	jillm@sanpabloca.gov	
Tamara Miller		Pinole	tmiller@ci.pinole.ca.us	510.724.9010
Melanie Mintz		El Cerrito	mmintz@ci.el-cerrito.ca.us	510.215.4330
Yvetteh Ortiz		El Cerrito	yortiz@ci.el-cerrito.ca.us	510.215.4345
Winston Rhodes		Pinole	wrhodes@ci.pinole.ca.us	510.724.9832
Mike Roberts		Hercules	miker@ci.hercules.ca.us	510.799.8241
Robert Sarmiento		CCC DCD	robert.sarmiento@dcd.cccounty.us	925.674.7822
Holly Smith		Hercules	hsmyth@ci.hercules.ca.us	510.245.6531
Michael Tanner		BART	mtanner@bart.gov	
Robert Thompson		WestCAT	rob@westcat.org	510.724.3331
Ryan Greene-Roesel		BART	rgreene@bart.gov	510.287.4797
Celestine Do		BART	cdo@bart.gov	
Colin Piethe	CP	CCC DCD	colin.piethe@dcd.cccounty.us	925-674-7755
WCCTAC STAFF				
Leah Greenblat		WCCTAC	lgreenblat@wcctac.org	510.210.5935
Valerie Jenkins		WCCTAC	vjenkins@wcctac.org	510.210.5931
John Nemeth		WCCTAC	jnemeth@wcctac.org	510.210.5933
Joanna Pallock		WCCTAC	jpallock@wcctac.org	510.210.5934
Coire Reilly		WCCTAC	creilly@wcctac.org	510.210.5932
CCTA STAFF				
Brad Beck		CCTA	bbeck@ccta.net	925.256.4726
Peter Engel		CCTA	pengel@ccta.net	925.256.4741
Matt Kelly		CCTA	mkelly@ccta.net	925.256.4730
Hisham Noeimi		CCTA	hnoeimi@ccta.net	925.256.4731
JURISDICTION AGENCY STAFF				
Charlie Anderson		WESTCAT	charlie@westcat.org	510.724.3331
Yader Bermudez		Richmond	Yader_bermudez@ci.richmond.ca.us	510.774.6300
Jim Cunradi		AC Transit	jcunradi@actransit.org	510.891.4841
Deidre Heitman		BART	dheitma@bart.gov	510.287.4796
Dane Rodgers		Richmond	Dane_rodders@ci.richmond.ca.us	510-307-8112
Robert Del Rosario		AC Transit	rdelrosa@actransit.org	510.891.4734
Rod Simpson		San Pablo	Rods@sanpablo.gov	510.215.3036
Lina Velasco		Richmond	lina_velasco@ci.richmond.ca.us	510.620.6841
Patrick Phelan		Richmond	Patrick_phelan@ci.richmond.ca.us	510.307.8111
GUEST				
Dave Campbell		Bike East Bay	dave@bikeeastbay.org	510.701.5971
Bill Pinkham		CBPAC Rep	Bpinkham3@gmail.com	510.734.8532
Rita Xavier		San Pablo Res.		

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TO: WCCTAC TAC

MEETING DATE: March 14, 2019

FR: John Nemeth, Executive Director

RE: **2019 Measure J Strategic Plan – Funding Assumptions**

REQUESTED ACTION

Develop a recommendation to bring to the WCCTAC Board at either the March or April Board meeting.

BACKGROUND AND DISCUSSION

The Measure J Strategic Plan is the blueprint for delivering voter-approved projects included in the Measure J Expenditure Plan. It provides details on when and how much funding will be available for the various projects, taking into consideration revenue growth, inflation, and debt service costs. The prior Measure J Strategic Plan was adopted in March 2016, covering the period between Fiscal Year (FY) 2014-15 and FY 2020-21.

At its December meeting, the Contra Costa Transportation Authority initiated the update to the previous 2016 Measure J *Strategic Plan*. Every two to three years, the Authority adjusts its assumptions related to revenue projections, debt service on issued bonds, interest rates, and inflation, allowing it to address economic cycles and changes in project priorities and schedules.

The Authority is projecting a lower revenue forecast for the 2019 Measure J *Strategic Plan*. In order to match the anticipated reduction in Measure J revenues, the Authority needs to reduce the amount of Measure J funding programmed to remaining capital projects. With more than two thirds of Measure J projects completed or under construction (e.g. Caldecott Tunnel, State Route 4 East Widening, I-80 San Pablo Dam Road – Phase 1, etc.), the Authority has limited choices where it can reduce funding.

In the WCCTAC sub-region, the Authority has requested a reduction of \$5.2 million in funding for projects in the Measure J Strategic Plan. The reduction is proposed to come from these projects as follows:

- BART Parking, Access, and Other Improvements (placeholder): \$2.9M
- I-80 Central Avenue (\$.8M)
- Hercules Rail Station (\$1.3M)

The reduction is not expected to impact existing commitments or appropriations made by the Authority to various projects, but it could impact the start of design activities on the Hercules

Rail Station. In order to move forward with design, the City of Hercules has suggested that its needs \$500k. WCCTAC and CCTA staff will present options at the meeting for reducing programmed funds, as well as options for providing sufficient funds to Hercules to keeps it's project moving.

The 2019 Measure J *Strategic Plan* is proposed to be adopted in July 2019.

Attachments:

A. CCTA letter to RTPC's on the Strategic Plan (January 11, 2019)



CONTRA COSTA
transportation
authority

COMMISSIONERS

January 11, 2019

Federal Glover, Chair

Robert Taylor,
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

Loella Haskew

David Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick

Renata Sos

Randell H. Iwasaki,
Executive Director

Re: 2019 Measure J Strategic Plan

To: Regional Transportation Planning Committee Managers

At its December meeting, the Contra Costa Transportation Authority initiated the update to the 2016 Measure J *Strategic Plan*. The *Strategic Plan* guides the timing of sales tax expenditures on projects included in the voter-approved Measure J expenditure plan. Every two to three years, the Authority adjusts its assumptions related to revenue projections, debt service on issued bonds, interest rates and inflation, allowing it to address economic cycles and changes in project priorities and schedules.

Most economists now agree that the economy will slow down in the next 18 to 24 months. In preparation, the Authority adopted a lower revenue forecast for the 2019 Measure J *Strategic Plan*. In order to match the anticipated reduction in Measure J revenues, the Authority needs to reduce the amount of Measure J funding programmed to remaining capital projects. With more than two thirds of Measure J projects completed or under construction (e.g. Caldecott Tunnel, State Route 4 East Widening, I-80 San Pablo Dam Road – Phase 1, etc.), the Authority has limited choices where it can reduce funding.

To maintain sub-regional equity in the 2019 *Strategic Plan*, the impact of the revenue reduction on capital projects in each sub-region will be based on each sub-region proportional share of “capital projects” in Measure J Expenditure Plan. The funding reduction anticipated in the different sub-regions is shown below:

Sub-region	Funding Reduction to Capital Projects
East County	\$56 million
Central County	\$22.2 million
Southwest County	\$14.0 million
West County	\$5.2 million

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

Attachment A summarizes the current *Program of Projects* by sub-region, showing current programmed Measure J amounts, amounts committed to date (appropriated by resolutions or approved part of contracts), and whether the project is complete or under construction.

To help start the discussion, Attachment A includes **suggested** Measure J funding reduction to various projects. The Authority is seeking RTPCs input on suggested reductions to various projects in each sub-region, while taking into consideration factors such as existing commitments, readiness, sub-regional priority, and opportunity to leverage other funds to complete the project(s). The goal is to minimize impact to ongoing Measure J projects.

If the funding reduction target is not met, the Authority is seeking RTPC input on whether it would be supportive of utilizing funding from any of the sub-region programs (e.g. Transportation for Livable Communities, sub-regional needs, etc.) to complete high priority Measure J projects in the same sub-region.

We kindly request your input no later than **Tuesday, April 26, 2019**. Should you have any questions, please contact Hisham Noeimi at (925) 256-4731 or by email at hnoeimi@ccta.net.

Sincerely,



Randell H. Iwasaki
Executive Director

Attachment A

ATTACHMENT A: MEASURE J CAPITAL PROJECTS FUNDING BY SUB-REGION

CENTRAL COUNTY CAPITAL PROJECTS						
(x \$1,000)						
	MEASURE J FUNDS PROGRAMMED IN 2016 STRATEGIC PLAN	COMMITTED/ APPROPRIATED	SUGGESTED REDUCTION IN PROGRAMMED FUNDS	PROGRAMMED MEASURE J FUNDS IN 2019 STRATEGIC PLAN (SUGGESTED)	COMPLETED OR UNDER CONSTRUCTION (1 = yes)	TOTAL NUMBER OF PROJECTS
CALDECOTT TUNNEL FOURTH BORE						
1001 Caldecott Tunnel Fourth Bore (Central County Share)	62,500	60,750	1,750	60,750	1	1
CAPITOL CORRIDOR IMPROVEMENTS						
4002 Martinez Intermodal Station - Phase 3	7,770	7,770	-	7,770	1	1
INTERCHANGE IMPROVEMENT ON I-680 & STATE ROUTE 242						
6001 I-680/SR4 Interchange Improvements - Phase 3	35,055	35,055	-	35,055	1	1
6002/04 SR242/Clayton Road Southbound Off-Ramp and Northbound On-Ramp	4,995	2,790	2,205	2,790	-	1
6006 State Route 4 Operational Improvements - Phase 1	4,515	2,948	1,567	2,948	-	1
I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.						
8001 I-680 Carpool Lane Completion/Express Lanes (Central County)	36,900	36,900	-	36,900	1	1
8002 I-680 Southbound Carpool Lane Extension (Restripe)	1,575	1,571	4	1,571	1	1
8009 Innovate 680 (Central County Share)	23,002	10,350	12,652	10,350	-	-
BART PARKING, ACCESS, and OTHER IMPROVEMENTS						
10001 BART Parking, Access and Other Improvements - Central County	14,762	10,105	1,157	13,605	-	-
10001-02 TOD Central County (placeholder)	1,157	-	1,157	-	-	-
10001-03 Wayfinding Central County	2,600	2,600	-	2,600	1	1
10001-04 Bike facility - Central County	1,805	1,805	-	1,805	1	1
10001-05 Concord BART plaza/station improvements	4,500	4,500	-	4,500	1	1
10001-06 Shared Autonomous Vehicles	250	250	-	250	1	1
10001-07 Pleasant Hill BART Elevator Renovations	600	600	-	600	1	1
10001-08 Walnut Creek TOD	3,850	350	-	3,850	-	1
CAPITOL CORRIDOR RAIL STATION IMPROVEMENTS AT MARTINEZ						
27001 Capitol Corridor Rail Station Improvements at Martinez	2,888	2,870	-	2,888	-	-
MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.						
24001 Marsh Creek Road Upgrade (Clayton)	27	27	-	27	1	1
24003 Pacheco Blvd Realignment and Widening (Contra Costa County)	5,844	-	-	5,844	-	1
24004 Kirker Pass Road Truck Lanes - Northbound (Contra Costa County)	6,351	6,351	-	6,351	1	1
24005 Court Street Overcrossing Study - Phase 1 (Martinez)	127	127	-	127	1	1
24006 Buskirk Avenue Widening - Phase 2 (Pleasant Hill)	11,131	11,131	-	11,131	1	1
24007 Geary Rd. Widening - Phase 3 (Walnut Creek & Pleasant Hill)	9,404	9,404	-	9,404	1	1
24012 Farm Bureau Road Safe Route to School Improvements (Concord) - Phase 1	300	300	-	300	1	1
24013 Farm Bureau Road Safe Route to School Improvements (Concord) - Phase 2	3,780	3,780	-	3,780	1	1
24013 Salvio Street Complete Streets - Sidewalk (Concord)	232	232	-	232	1	1
New Ygnacio Valley Road ITS Project (Walnut Creek)	366	-	-	366	-	1
24026 Contra Costa Blvd Improvements (Pleasant Hill)	1,250	1,250	-	1,250	1	1
24027 Ygnacio Valley Road Permanent Restoration - Phase 2 (Concord)	2,542	2,542	-	2,542	1	1
24028 Clayton Rd/Treat Blvd/Denkinger Rd Intersection Capacity Improvements (Concord)	2,330	2,330	-	2,330	1	1
24029 Old Marsh Creek Road Overlay (Clayton)	370	370	-	370	1	1
24031 Alhambra Creek Bridge and Ferry Street Improvements (Martinez) - Phase 1	3,600	3,600	-	3,600	1	1
Alhambra Creek Bridge and Ferry Street Improvements (Martinez) - Phase 2	6,971	6,196	-	6,971	1	1
24032 Clayton Major Streets Improvements (Clayton) - Phase 1	849	849	-	849	1	1
Clayton Major Streets Improvements (Clayton) - Phase 2	375	29	-	375	-	1
24036 Pleasant Hill Road Improvements	741	-	-	741	-	1
CONSTRUCTION RESERVE						
Construction Reserve - Central County	5,081	-	2,865	2,216	-	-
TOTAL	255,632	219,627	22,200	233,432	25	32

WEST COUNTY CAPITAL PROJECTS

(x \$1,000)

	MEASURE J FUNDS PROGRAMMED IN 2016 STRATEGIC PLAN	COMMITTED/ APPROPRIATED	SUGGESTED REDUCTION IN PROGRAMMED FUNDS	PROGRAMMED MEASURE J FUNDS IN 2019 STRATEGIC PLAN (SUGGESTED)	COMPLETED OR UNDER CONSTRUCTION (1 = yes)	TOTAL NUMBER OF PROJECTS
CAPITOL CORRIDOR IMPROVEMENTS						
4001 Hercules Rail Station	7,961	6,637	1,315	6,646	1	1
I-80 CARPOOL LANE EXTENSION AND INTERCHANGE IMPROV.						
7002 I-80/San Pablo Dam Road Interchange Improvements - Phase 1	13,110	13,110	-	13,110	1	1
I-80/San Pablo Dam Road Interchange Improvements - Phase 2	-	-	-	-	-	1
7003 I-80/Central Avenue Interchange Improvements - Phase 1	7,557	7,557	-	7,557	1	1
I-80/Central Avenue Interchange Improvements - Phase 2	4,214	2,970	818	3,396	-	1
7005 I-80 Integrated Corridor Mobility	7,095	7,095	86	7,009	1	1
RICHMOND PARKWAY						
9001 Richmond Parkway Upgrade Study	136	136	-	136	1	1
9002 Richmond Parkway Maintenance/Upgrade - Phase 1	1,500	1,500	-	1,500	1	1
Richmond Parkway Maintenance/Upgrade - Phase 2	500	467	33	467	1	1
9003 Marina Bay Parkway Grade Separation	11,800	11,800	-	11,800	1	1
BART PARKING, ACCESS, and OTHER IMPROVEMENTS						
10002 BART Parking, Access and Other Improvements - West County	17,262	14,055	2,932	14,330	-	-
10002-01 TOD West County (Placeholder)	2,932	-	2,932	-	-	-
Multimodal Capital Improvement Study	250	250	-	250	1	1
Ohlone Greenway BART Station Access, Safety and Placemaking	300	300	-	300	1	1
10002-03 Bike Facility - West County	402	402	-	402	1	1
10002-05 Wayfinding West County	1,600	1,600	-	1,600	1	1
10002-06 Hercules Transit Center	275	-	-	275	-	1
10002-07 El Cerrito del Norte Station Modernization	11,503	11,503	-	11,503	1	1
ADDITIONAL BUS TRANSIT ENHANCEMENT						
19002 WestCAT Transit Capital Improvements	1,121	453	-	1,121	-	1
CONSTRUCTION RESERVE						
Construction Reserve - West County	16	-	16	-	-	-
TOTAL	72,271	65,780	5,200	67,071	13	17

EAST COUNTY CAPITAL PROJECTS

(x \$1,000)

	MEASURE J FUNDS PROGRAMMED IN 2016 STRATEGIC PLAN	COMMITTED/ APPROPRIATED	SUGGESTED REDUCTION IN PROGRAMMED FUNDS	PROGRAMMED MEASURE J FUNDS IN 2019 STRATEGIC PLAN (SUGGESTED)	COMPLETED OR UNDER CONSTRUCTION (1 = yes)	TOTAL NUMBER OF PROJECTS
BART - EAST CONTRA COSTA EXTENSION						
2001 East Contra Costa Rail Extension (eBART) - Revenue Service	134,449	134,449	-	134,449	1	1
East Contra Costa Rail Extension (eBART) - Hillcrest Parking Lot Expansion	3,257	3,257	-	3,257	-	1
2002 Pittsburg Center Station	2,904	2,904	-	2,904	1	1
STATE ROUTE 4 EAST WIDENING						
3001 SR 4 East Widening: Somersville Road to SR160	94,104	91,404	2,200	91,904	1	1
3003 SR4 East Widening: Loweridge Rd to Somersville Rd	30,720	25,986	4,734	25,986	1	1
EAST COUNTY CORRIDORS						
5001 SR4: WB SR4 to NB SR160 Connector	-	-	-	-	1	1
5002 SR4: Widen to 4 Lanes - Laurel Rd to Sand Creek Rd	3,747	3,747	-	3,747	1	1
SR4: Mokelumne Trail Overcrossing	522	522	-	522	-	1
5003 SR4: Sand Creek Interchange - Phase 1	13,647	13,647	-	13,647	-	-
5005 SR4: Balfour Road Interchange - Phase 1	46,000	46,000	-	46,000	1	1
5006 Vasco Road Safety Improvements - Phase 1 (CC County)	647	647	-	647	1	1
5010 SR4: Segments 1 and 3	25,000	25,000	-	25,000	1	1
5011 East County Corridor Reserve	11,555	-	11,555	-	-	-
BART PARKING, ACCESS, and OTHER IMPROVEMENTS						
10004 BART Parking, Access and Other Improvements - East County	1,975	1,975	-	1,975	-	-
10004-01 Mokelumne Trail	150	150	-	150	-	-
10004-02 Hillcrest Parking Lot Expansion	1,825	1,825	-	1,825	-	-
TRANSPORTATION FOR LIVABLE COMMUNITIES (EAST COUNTY)						
12001 TLC Reserve - East County	18,500	-	18,500	-	-	-
MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.						
24025 Major Streets in East County (Reserve)	20,392	-	13,685	6,707	-	-
SUBREGIONAL TRANSPORTATION NEEDS (EAST COUNTY)						
28001 Subregional Transportation Needs Reserve (East County)	3,267	-	3,267	-	-	-
28002 State Route 4 Integrated Corridor Mobility (ICM)	200	200	-	200	1	1
28003 Main Street Downtown Improvements - Norcross Lane to Second Street (Oakley)	88	88	-	88	1	1
New Goods Movement Study	500	-	-	500	-	1
CONSTRUCTION RESERVE						
Construction Reserve - East County	2,059	-	2,059	-	-	-
	413,533	349,826	56,000	357,533	11	14

SOUTHWEST COUNTY CAPITAL PROJECTS

(x \$1,000)		MEASURE J FUNDS PROGRAMMED IN 2016 STRATEGIC PLAN	COMMITTED/ APPROPRIATED	SUGGESTED REDUCTION IN PROGRAMMED FUNDS	PROGRAMMED MEASURE J FUNDS IN 2019 STRATEGIC PLAN (SUGGESTED)	COMPLETED OR UNDER CONSTRUCTION (1 = yes)	TOTAL NUMBER OF PROJECTS
CALDECOTT TUNNEL FOURTH BORE							
1001	Caldecott Tunnel Fourth Bore (SOUTHWEST COUNTY SHARE)	62,500	60,750	1,750	60,750	-	-
I-680 CARPOOL LANE GAP CLOSURE/TRANSIT CORRIDOR IMPROV.							
8003	I-680 Direct Access Ramps (Abandoned)	4,711	3,994	717	3,994	1	1
8009	Innovate 680 (Southwest County Share)	17,001	9,223	7,778	9,223	-	1
BART PARKING, ACCESS, and OTHER IMPROVEMENTS							
10003	BART Parking, Access and Other Improvements - Southwest County	3,900	1,758	1,215	2,685	-	-
10003-01	Access Improvements at SWAT stations (Placeholder)	1,215	-	1,215	1,265	-	-
10003-02	Electronic Bike - SWAT stations	110	108	-	110	1	1
10003-03	Bike Station at Lafayette BART station	600	25	-	600	-	1
10003-04	Orinda-Lafayette BART Wayfinding and Lighting	100	-	-	100	1	1
10003-05	Lafayette BART Pedestrian Walkway	250	-	-	250	-	1
10003-06	Orinda BART Pedestrian Access Ramp and Lighting	275	275	-	275	1	1
10003-07	Lafayette Site Access Improvements	1,300	1,300	-	1,300	1	1
10003-08	Orinda Streetscape Master Plan	50	50	-	50	-	1
MAJOR STREETS: TRAFFIC FLOW, SAFETY, & CAPACITY IMPROV.							
24019	San Ramon Valley Blvd Lane Additions and Overlay (South) (Danville)	908	-	-	908	-	1
24033	San Ramon Valley Blvd (North) and Danville Blvd Improvements (Danville)	1,229	-	-	1,229	-	1
24034	Camino Ramon Improvements (Danville)	615	-	-	615	-	1
24035	Diablo Road Trail (Danville)	1,084	-	-	1,084	-	1
24010	Olympic Blvd/Reliez Station Rd (Lafayette)	2,357	2,357	-	2,357	1	1
24011	Traffic Operation and Congestion Improvements in Downtown Corridors (Lafayette)	56	19	-	56	1	1
24014	St. Mary's Road/Rheem Blvd Roundabout (Moraga)	464	464	-	464	-	1
24015	Rheem Blvd Landslide Repair and Repaving (Moraga)	726	726	-	726	1	1
24016	Canyon Road Bridge Replacement (Moraga)	418	76	-	418	-	1
24017	Camino Pablo Pavement Rehabilitation (Orinda)	1,606	1,607	-	1,606	1	1
24018	Ivy Drive Pavement Rehabilitation - Phase 2 (Orinda)	437	437	-	437	1	1
24020	Camino Tassajara Bike Lane Completion (County)	1,091	-	-	1,091	-	1
24021	Alcosta Blvd Pavement Rehabilitation (San Ramon)	2,572	2,500	-	2,572	1	1
24022	Crow Canyon Road Pavement Rehabilitation (San Ramon)	1,473	250	-	1,473	-	1
24023	Norris Canyon Safety Barrier (County)	1,427	-	-	1,427	-	1
24024	Danville Blvd/Orchard Court Complete Streets Improvements (County)	1,373	243	-	1,373	-	1
CONSTRUCTION RESERVE							
	Construction Reserve - Southwest County	2,540	-	2,540	-	-	-
		108,487	84,405	14,000	94,488	11	25



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Randell H. Iwasaki,
Executive Director

Date: March 7, 2019

From: Randell H. Iwasaki, Executive Director

To: Regional Transportation Planning Committees and Transit Operators

RE: Development of a 30-year Project List for Inclusion in the next Regional Transportation Plan (RTP)

MTC's Call for Projects for the next Regional Transportation Plan (RTP) (also referred to as Plan Bay Area (PBA) 2050) was released on March 5, 2019. In response, the Authority's Planning Committee authorized staff to begin work with the Regional Transportation Planning Committees (RTPCs) and Transit Operators on developing a 30-year project list.

During the RTP update process, MTC works with the Bay Area County Transportation Agencies (CTAs) and project sponsors to update the project list. This list must be constrained to the amount of discretionary funding projected to be available during the PBA 2050 period.

Projects that would increase the capacity of the transportation system and impact air quality – such as adding lanes to freeways and roadways, rail extensions, park-and-ride lots – or if they expect to receive State and/or federal funding or action (e.g. NEPA clearance) must be included in the RTP.

The following programmatic categories will be included in the RTP and projects that fall into these categories do not have to be listed individually:

- Pedestrian/Bicycle Projects
- Access and Mobility Programs (*e.g. paratransit*)
- Innovative Transportation Technology/Management Systems (*e.g. CV/AV infrastructure signal coordination, ramp metering*)
- County Safety, Security and Other (*e.g. grade separations, realignments*)
- Minor Roadway Expansion (*e.g. non-arterial widening, extensions*)
- Roadway Operations/Intersection Improvements (*e.g. channelization*)
- Multimodal/Streetscape Projects (*e.g. complete street projects*)
- Minor Transit Improvements. (*e.g. maintenance facility expansions, rolling stock*)
- BART Capacity, Access and Parking Improvements, & BART Core Capacity

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE:
925.256.4700
FAX: 925.256.4701
www.ccta.net

Definitions

RTP List: Projects that would increase the capacity of the transportation system and impact air quality – such as adding lanes to freeways and roadways, rail extensions, park-and-ride lots – or if they expect to receive State and/or federal funding or action (e.g. NEPA clearance) must be included in the RTP. Locally funded projects that do not fit within one of the programmatic categories (outlined in the prior page) need to be added to the list even if they do not anticipate seeking future federal or state funds. Future funding requests from future discretionary sources must not exceed the fund estimate for Contra Costa of \$3 billion. (See *Exhibit A* for projects included in PBA 2040)

Vision List: Projects that cannot fit within the fund estimate of \$3 billion will be included in the vision list. (See *Exhibit B* for vision list projects compiled during PBA 2040 development.) Should the final fund estimate for PBA 2050 exceed \$3 billion, the Authority will move one or more of the projects in the vision list to the RTP list. RTPCs and Transit Operators should include in the vision list all projects that would significantly increase system capacity and do not fall under one of the programmatic categories.

Fund Estimate

MTC will release the fund estimate in fall 2019 for PBA 2050. However, to get started on the process, staff recommends utilizing a fund estimate of \$3 billion (in year of expenditure dollars), which is about a third more than the amount that was utilized in the last RTP Call for Projects.

The Authority is asking the RTPCs and Transit Operators to:

1. Review projects in PBA 2040 and:
 - a. Remove projects that are completed, no longer supported, or substantially under construction.
 - b. Update cost estimates, project descriptions, committed fund sources, and funding shortfalls.
 - c. Identify significant new projects critical to the RTPC or Transit Operator to add in RTP list. For projects to be added, provide project descriptions, cost estimates in 2019, and Year of Expenditure dollars (if not available, provide the year the cost estimate was developed), construction start and end dates and mid-year of construction, funding secured to date, and discretionary funding needed (in Year of Expenditure Dollars).

The Authority will only add projects to the RTP list if capacity exists. The Funding shortfall on projects on the list shall not exceed \$3 billion.

2. Include any projects in the vision list that do not fit within the funding target of \$3 billion. To keep the vision list manageable, the vision list shall not exceed \$5 billion.

Transit Operators are requested to coordinate their recommendations with affected RTPCs.

To compile the project lists for submittal to MTC as Contra Costa's priority list in June 2019, we need your input no later than **May 15, 2019**.

Should you have any questions, please contact Hisham Noeimi at (925) 256-4731 or Stephanie Hu at (925) 256-4740.

Thank you in advance for your input.

Sincerely,



Attachments:

Exhibit A: RTP Financially Constrained Project List by sub-region

Exhibit B: Vision List of Projects

Exhibit C: MTC Call for Projects

Plan Bay Area 2050 - CONTRA COSTA FINANCIALLY CONSTRAINED PROJECT LIST

Plan Bay Area 2050 - CONTRA COSTA FINANCIALLY CONSTRAINED PROJECT LIST					PBA 2040 (2017)					PBA 2050									
RTPC	Sponsor	RTPID	Project Name	Project Description	Total Project Cost (YOE)	Committed Amount (Post 2017)	Committed Sources (Post 2017)	Funding Shortfall (Request for Discretionary Funding)	Mid Year of Construction	Project Cost (2019 \$)	Start Year Construction	End Year Construction	Midyear of Construction	Project Cost (YOE) [Escalation @ 3%]	Secured Funding (in millions)	Secured Fund Sources	Funding Shortfall	PBA 2050 Targets	Comments
Various	Various	Various	Programmatic Categories																
All	CCTA	17-02-0002	Innovative Transportation Technology/Management Systems																
					\$53.3	\$0.0		\$53.3		38.2	2021	2050	2035	61.3	0	None	61.3	61.3	
All	CCTA	17-02-0003	Bicycle and Pedestrian Program																
					\$162.0	\$113.6		\$48.4		105.5	2021	2050	2035	169.3	113.6	Various	55.7	55.7	
All																			
All	CCTA	17-02-0004	County Safety, Security and Other																
					\$109.5	\$16.0		\$93.5		77.0	2021	2050	2035	123.6	16	Various	107.6	107.6	
All	CCTA	17-02-0005	Multimodal/Streetscape Projects																
					\$343.1	\$179.4		\$163.7		229.2	2021	2050	2035	367.8	179.4	Various	188.4	188.4	
All	CCTA	17-02-0007	Minor Roadway Expansions																
					\$527.0	\$240.1		\$286.9		355.4	2021	2050	2035	570.3	240.1	Various	330.2	330.2	
All	CCTA	17-02-0001	Access and Mobility Program																
					\$258.0	\$258.0	Measure J	\$0.0		160.8	2021	2050	2035	258.0	258	Measure J	0.0	0.0	
All	CCTA	17-02-0008	Roadway Operations/Intersection Improvements																
					\$47.7	\$18.4		\$29.5		32.7	2021	2050	2035	52.4	18.4	Various	34.0	34.0	
All	CCTA	17-02-0009	Minor Transit Improvements																
					\$408.6	\$325.1		\$83.5		262.5	2021	2050	2035	421.2	325.1	Various	96.1	96.1	
All	BART	17-02-004317-	BART Capacity, Access and Parking Improvements, and BART Core Capacity																
					\$127.0	\$0.0		\$127.0		91.1	2021	2050	2035	146.2	0	None	146.2	146.2	
Programmatic Category Subtotal					\$2,036.2	\$1,150.6		\$885.8		\$1,352.3			2035	\$2,170.1	\$1,150.6		\$1,019.5	\$ 1,019.4	

Plan Bay Area 2050 - CONTRA COSTA FINANCIALLY CONSTRAINED PROJECT LIST

Plan Bay Area 2050 - CONTRA COSTA FINANCIALLY CONSTRAINED PROJECT LIST					PBA 2040 (2017)										PBA 2050									
RTPC	Sponsor	RTPID	Project Name	Project Description	Total Project Cost (YOE)	Committed Amount (Post 2017)	Committed Sources (Post 2017)	Funding Shortfall (Request for Discretionary Funding)	Mid Year of Construction	Project Cost (2019 \$)	Start Year Construction	End Year Construction	Midyear of Construction	Project Cost (YOE) [Escalation @ 3%]	Secured Funding (in millions)	Secured Fund Sources	Funding Shortfall	PBA 2050 Targets	Comments					
Various	Various	Various	Individually Listed Projects by Subregions																					
C	CCTA	17-02-0013	I-680 Northbound HOV Lane extension between N. Main and SR-242	Provide an HOV lane in the northbound direction between N. Main and SR-242, which will significantly shorten a gap in the HOV network which currently exists between Livorno and SR-242.	\$54.0	\$0.0	0	\$54.0	2019					0.0			0.0		Combined with 17-02-0012					
C	CCTA	17-02-0022	I-680 Southbound HOV Lane between N. Main and Livorno	Construct HOV lane on I-680 southbound between North Main Street and Livorno	\$83.0	\$83.0	RM3: 14.1; Measure J: 36.9; STIP: 15.6; BAIFA: 15.1	\$0.0	2019					0.0			0.0		Under Construction					
				PH1: Construct two-lane direct connector ramps for the northbound I-680 to westbound SR-4 movement. Ph2: Construct eastbound State Route 4 to southbound I-680 connector and improvements to the State Route 4 interchange at Pacheco Boulevard. PH3: Widen SR-4 between Morello Avenue to Martinez and SR-242 to 3 lanes.					2019	224.2	2021	2023	2022	245.0	210	RM3: 210M	35.0		Removed Ph 3 (under construction)					
C	CCTA	17-02-0019	I-680/SR4 Interchange Improvements - Phases 1, 2, 3	Eastbound: (a) Extend a lane from the lane drop at Port Chicago Interchange to the Willow Pass Rd off-ramp and end as a mandatory exit lane. (b) Construct a new general purpose lane between the Willow Pass Rd off-ramp and the Willow Pass Rd on-ramp. The new general purpose lane would eliminate the mandatory exit at Willow Pass Rd off-ramp from (a) and connect to the existing auxiliary lane between Willow Pass Rd on-ramp & San Marco Blvd off ramp. Construct a second exit lane at the EB SR4 off-ramp to San Marco Blvd to accommodate existing and future peak hour traffic volumes. (c) Construct auxiliary lane from the San Marco Blvd loop on ramp to the existing deceleration lane at Bailey Rd off-ramp. (d) Construct an auxiliary lane between the Port Chicago Highway on-ramp and the Willow Pass Road off-ramp. Westbound: Construct a lane from Willow Pass Rd on-ramp connecting to the existing added lane, east of the Port Chicago Highway off-ramp and a second exit lane at Port Chicago Highway off-ramp. Modify one of the mandatory exit lanes to SR242 to an optional exit lane, allowing three lanes exit to SR242 and three lanes to continue on WB SR4.	\$144.2	\$4.6	Measure J: 4.6	\$139.6	2019	149.5	2021	2023	2022	163.4	11.6	Mea J: 3; STIP: 7.5 STIP: 1.1	151.8							
				Construct new northbound on-ramp and associated accelerating/weaving lanes, and new southbound off-ramp at SR-242/Clayton Road interchange.	\$66.0	\$5.0	Measure J \$5.0	\$61.0	2019	68	2028	2030	2029	91.4	2.8	Mea J: 2.8 STIP: 14	88.6		\$62.2 (2016\$) PR					
C	CCTA/ Walnut Creek	17-02-0012	I-680 Northbound HOV/Express Lane completion (Livorno to Benicia-Martinez Bridge)	I-680 Northbound HOV/Express Lane completion (Livorno to Benicia-Martinez Bridge)	\$99.0	\$0.0	0	\$99.0	2025	350	2024	2026	2025	417.9	97.3	Mea J: 6 SB1 LPP: 2.3 RM3: 75	320.6							

Plan Bay Area 2050 - CONTRA COSTA FINANCIALLY CONSTRAINED PROJECT LIST

Plan Bay Area 2050 - CONTRA COSTA FINANCIALLY CONSTRAINED PROJECT LIST					PBA 2040 (2017)										PBA 2050									
RTPC	Sponsor	RTPID	Project Name	Project Description	Total Project Cost (YOE)	Committed Amount (Post 2017)	Committed Sources (Post 2017)	Funding Shortfall (Request for Discretionary Funding)	Mid Year of Construction	Project Cost (2019 \$)	Start Year Construction	End Year Construction	Midyear of Construction	Project Cost (YOE) [Escalation @ 3%]	Secured Funding (in millions)	Secured Fund Sources	Funding Shortfall	PBA 2050 Targets	Comments					
C	Concord	17-02-0031	Widen Willow Pass Road, Lynwood Drive to SR 4	Widen Willow Pass Road from Lynwood Drive to State Streets improvements	\$20.0	\$0.0	0	\$20.0	2020					0.0			0.0							
C	Concord	17-02-0032	Widen Ygnacio Valley Road-Kirker Pass Road, Cowell to Michigan	Widen Ygnacio Valley Road from Michigan Blvd to Cowell Road from 4 lanes to 6 lanes and implement Complete Streets improvements	\$20.0	\$0.0	0	\$20.0	2019					0.0			0.0							
C	County	17-02-0014	Kirker Pass Road Northbound Truck Climbing Lane, Clearbrook Drive to Crest of Kirker Pass Road	Add a dedicated northbound 12-foot wide truck climbing lane and a Class II bike lane within an 8-foot paved shoulder from Clearbrook Drive to Concord to a point 1000 feet beyond the crest of the Kirker Pass Rd.	\$19.0	\$10.8	Measure 1- \$6.2, STIP- \$2.7, Local- \$1.9	\$8.2	2019					0.0			0.0		Under construction					
C	CCTA	17-02-0041	Privately Run Ferry Service including Small-Scale (non-WETA complying) Landside Improvements from Antioch, Martinez, and Hercules to San Francisco [Central County Share]	Privately Run Ferry Service including Small-Scale (non-WETA complying) Landside Improvements from Antioch, Martinez, and Hercules to San Francisco [Central County Share]	\$15.0			\$15.0						0.0			0.0							
C	Martinez	17-02-0040	Martinez Intermodal Project-Phase 3	Construct pedestrian bridge over railroad tracks and vehicle bridge over creek, construct 425 parking spaces and complete connections along Bay Trail.	\$7.0	\$4.0	Measure 1- \$4	\$3.0	2017					0.0			0.0		Under Construction					
				Central County	\$819.2	\$165.3		\$653.9									\$986.0	\$ 752.6						
E	Antioch	17-02-0036	Pittsburg-Antioch Highway Widening	Widen Pittsburg-Antioch Highway from 2 lanes to 4 lanes with turning lanes from Auto Center Dr to Loveridge Rd	\$15.0	\$15.0	Local: 15	\$0.0	2017					0.0			0.0							
E	BART	17-02-0046	Civic Center Railroad Platform Park & Ride Complex		\$8.0	\$0.0		\$8.0						0.0			0.0		Completed					
E	BART	17-02-0047	East County Rail Extension (eBART)-Phase 1	Construction of rail extension eastward from the Pittsburg Bay Point BART station with Phase 1 terminus at Hillcrest Avenue in Antioch.	\$525.0	\$0.0	Measure 1- \$140.6, RM2- \$96, RM1- \$64, AB1171- \$111.5 Fees- \$25, STIP- \$13, Prop 18- \$27, STA- \$3, TCRP- \$5.25, BART \$6.3, Pittsburgh- \$4.8, CCTA- (Measure 1)- \$7.6, Tri- Delta- \$2.8	\$525.0	2017					0.0			0.0		Completed					
E	Brentwood	17-02-0030	Widen Brentwood Boulevard - Havenwood Way to north city limit; and Chestnut to Fir	Widen Brentwood Boulevard from two to four lanes.	\$34.0	\$0.0	0	\$34.0	2020					0.0			0.0							
E	Brentwood	17-02-0035	Lone Tree Way Widening	Widen Lone Tree Way to 6.4 lanes; O'Hara Ave. to Brentwood Blvd. to match roadway west of O'Hara Ave.	\$16.0	\$4.0	Local: 4	\$12.0	2020					0.0			0.0							
E	Brentwood	17-02-0050	Brentwood Intermodal Transit Center		\$12.0	\$0.0		\$12.0						0.0			0.0							

Plan Bay Area 2050 - CONTRA COSTA FINANCIALLY CONSTRAINED PROJECT LIST

Plan Bay Area 2050 - CONTRA COSTA FINANCIALLY CONSTRAINED PROJECT LIST					PBA 2040 (2017)										PBA 2050						
RTPC	Sponsor	RTPID	Project Name	Project Description	Total Project Cost (YOE)	Committed Amount (Post 2017)	Committed Sources (Post 2017)	Funding Shortfall (Request for Discretionary Funding)	Mid Year of Construction	Project Cost (2019 \$)	Start Year Construction	End Year Construction	Midyear of Construction	Project Cost (YOE) [Escalation @ 3%]	Secured Funding (in millions)	Secured Fund Sources	Funding Shortfall	PBA 2050 Targets	Comments		
E	CCTA	17-02-0015	Vasco Road Byron Highway Connector Road (Formerly named: SR 239; Airport Connector)	Replace/Upgrade existing Armstrong Road. Add new road segments west of Armstrong Road to Vasco Road and east of Armstrong Road to Byron Highway. Part of the SR-239 Project Study Report (PSR-PDS).	\$40.0	\$0.0	0	\$40.0	2025	80	2023	2025	2024	92.7	10	RM3: 10	82.7				
E	CCTA	17-02-0010	SR4 Integrated Corridor Mobility	SR4 Integrated Corridor Mobility from I-80 to SR160, including adaptive ramp metering, advanced traveler information, arterial management system, freeway management system, connected vehicle applications	\$15.0	\$0.0	0	\$15.0	2020	16	2024	2026	2025	19.1	0	None	19.1				
E	CCTA	17-02-0017	SR-239 Feasibility Studies and Project Development	Conduct a feasibility study and project development activity for the construction of State Route 239 from Brentwood to Tracy (TriLink)	\$42.0	\$14.0	Earmark \$14	\$28.0	2030	45	2028	2032	2030	62.3	14	Earmark: 14	48.3				
E	CCTA	17-02-0023	State Route 4 Widening and Balfour Road LC Construction	Construct new interchange at Balfour Road and widen SR 4 from 2 to 4 lanes between Sand Creek Road and Balfour Road	\$69.0	\$69.0	Measure 1: \$38-ECRFFEA- \$47-CCWD- \$2, Measure 2: \$1-ECRFFEA- \$12	\$0.0	2017				0	0.0			0.0		Completed		
E	Oakley	17-02-0037	Widen Main St, SR 160 to Big Break Rd	Widen Main Street in Oakley from 4 to 6 lanes, including widening shoulders, constructing median islands with left turn pockets, and constructing curbs, gutters and sidewalks on both sides of the roadway.	\$13.0	\$0.0	0	\$13.0	2020				0	0.0			0.0				
E	Oakley	17-02-0038	Main Street Bypass	Construct Main Street Downtown Bypass road between Vintage Parkway and 2nd Street	\$4.0	\$4.0	Earmark: \$1.6, Local: \$2.5	\$0.0	2017				0	0.0			0.0		Completed		
E	CCTA	17-02-0041	Privately Run Ferry Service including Small-Scale (non-WETA complying) Landside Improvements from Antioch, Martinez, and Hercules to San Francisco. [East County Share]	Privately Run Ferry Service including Small-Scale (non-WETA complying) Landside Improvements from Antioch, Martinez, and Hercules to San Francisco. [East County Share]	\$15.0			\$15.0					0	0.0			0.0				
E	Pittsburg	17-02-0034	West Leland Road Extension	Extend and widen West Leland Road as a 4-lane arterial, including a raised median, bicycle lanes and sidewalks, from San Marco Boulevard to Willow Pass Road.	\$16.0	\$14.9	Fees: 14.9	\$1.1	2019				0	0.0			0.0				
					\$824.0	\$120.9		\$703.1		Mea J				0.0	Mea J		\$108.1	\$	809.2		
SW	CCTA/ SWAT	17-02-0027	Construct Additional Auxiliary Lanes on I-680 - South of I-680/SR-24 Interchange	Selected additional I-680 auxiliary lanes south of I-680/24 interchange	\$20.0	\$0.0	0	\$20.0	2020				0	0.0			0.0				
SW	CCTA	17-02-0051	I-680 Transit Improvements including Express Bus Service, ITS components, Bus on Shoulder, and Park & Ride Lots (Innovate 680)	I-680 Transit Improvements including Express Bus Service, ITS components, Bus on Shoulder, and Park & Ride Lots (Innovate 680)	\$80.0			\$80.0		83.8	2024	2026	2025	100.0	24	Mea J: 14 RM3: 10	76.0				
SW	County	17-02-0033	Widen Camino Tassajara Road, Windmere to County Line	Widen Camino Tassajara Road from 2 lanes to 4 lanes, including shoulders and bicycle lanes in both directions from Windmere Parkway to the Alameda/Contra Costa Countyline.	\$17.0	\$8.5	Developer Fees: 8.5	\$8.5	2020				0	0.0			0.0				
SW	Danville	17-02-0052	Widen San Ramon Valley Boulevard form 2 to 4 lanse - Jewel Terrace to Podva Road	San Ramon Valley Blvd Lane Additions (2 to 4 lanes) - Jewel Terrace to Podva Rd	\$1.0	\$1.0	Local: 1	\$0.0	2017				0	0.0			0.0				
SW	Orinda	17-02-0029	Eastbound SR-24: Construct Auxiliary Lane, Wilder Road to Camino Pablo	Construct auxiliary lane along eastbound SR-4 from on-ramp at Wilder Road to downtown Orinda off-ramp at Moraga Way/Camino Pablo/Brookwood Road	\$7.0	\$0.0	0	\$7.0	2021				0	0.0			0.0				
					\$125.0	\$9.5		\$115.5		Mea J				0.0	Mea J		\$108.1	\$	132.9		

Plan Bay Area 2050 - CONTRA COSTA FINANCIALLY CONSTRAINED PROJECT LIST

Plan Bay Area 2050 - CONTRA COSTA FINANCIALLY CONSTRAINED PROJECT LIST					PBA 2040 (2017)										PBA 2050									
RTPC	Sponsor	RTPID	Project Name	Project Description	Total Project Cost (YOE)	Committed Amount (Post 2017)	Committed Sources (Post 2017)	Funding Shortfall (Request for Discretionary Funding)	Mid Year of Construction	Project Cost (2019 \$)	Start Year Construction	End Year Construction	Midyear of Construction	Project Cost (YOE) [Escalation @ 3%]	Secured Funding (in millions)	Secured Fund Sources	Funding Shortfall	PBA 2050 Targets	Comments					
W	BART	17-02-0045	El Cerrito del Norte BART Station Modernization, Phase 1	El Cerrito Del Norte Modernization - Phase 1	\$22.0	\$22.0	Prop 1B: \$10- Measure J: \$9- Lifeline: \$2.7	\$0.0	2017				0	0.0				0.0		Under Construction				
W	CCTA	17-02-0011	I-80 ICM Project Operations and Maintenance	I-80 Integrated Corridor Mobility (ICM) Project Operations and Management - Local Portion - Maintenance in Contra Costa; This project will implement Adaptive Ramp Metering (ARM) and Active Traffic Management (ATM) strategies will be employed to reduction congestion and provide incident management capabilities. (Contra Costa County share)	\$3.0	\$3.0	RM2 Savings: \$2, Other Local \$1	\$0.0	2017	2.6	2018	2030	2024	3.0	2	Mea J: 2	1.0			Operational				
W	CCTA	17-02-0021	Reconstruct I-80/San Pablo Dam Road Interchange	Upgrade and improve interchange. Phase 1 includes relocating El Portal Drive on-ramp to Westbound I-80 to the north, extending the auxiliary lane along Westbound I-80 between San Pablo Dam Road off-ramp and El Portal Drive on-ramp, and reconstructing the Riverside Ave pedestrian overcrossing. Phase 2 replaces interchange and includes modifications to McBryde and SPDR ramps. Includes provisions for bicyclists and pedestrians on San Pablo Dam Road. Phase 1 of the project will reconstruct the Westbound on-ramp traffic during weekend peak periods to I-580 through the use of multiple electronic variable message signs.	\$120.0	\$56.0	Measure J: \$12, WCCTAC Fees: \$7.1, Local: \$3, STIP: \$24, RM2 Savings: \$8, ATP:\$2.	\$64.0	2019	80.1	2022	2024	2023	90.2	25.2		STIP: 9.2; WCCTAC: 16	65.0		Phase 1 completed and removed				
W	CCTA	17-02-0026	I-80/Central Avenue Interchange Modification - Phases 1 & 2	Phase 2 of the project will improve signalized intersections spacing along Central Avenue by connecting Pierce Street and San Mateo Street, modifying Pierce Street access at Central Avenue, and relocating the traffic signal at Pierce Street/Central Avenue to the San Mateo Street/Central Avenue intersection. Phase 1 of the project will reconstruct the Westbound on-ramp traffic during weekend peak periods to I-580 through the use of multiple electronic variable message signs.	\$26.0	\$12.0	Measure J: \$11.5, WCCTAC Fees: \$7.1, Earmark: \$2.9, STIP \$2	\$14.0	2019	15	2021	2023	2022	16.4		Mea J: 3.3; WCCTAC: 2.5 STIP: 7.8; MTC: 2.8	0.0			Phase 1 completed and removed.				
W	Hercules	17-02-0039	Hercules Train Station - All Phases	Phase 2 "Path to Transit" - Extend John Muir Pkwy and Bayfront Blvd. Ph3: Extend Bay Trail from Railroad Avenue to Bayfront Blvd connecting to a new rail station. Ph4: Relocate fuel and fiber optic lines out of the UPRR right of way to make room for the 3rd track. Ph5: Track/signal work including railroad bridge and station retaining walls, rail station. Ph6: Transit loop, promenade and civic plaza. Ph7: Add 450-space parking structure to serve the Hercules Rail Station and the Ferry Terminal	\$97.0	\$14.6	STIP: \$4.1, SAFETEA: \$0.7, Local: \$4.7; EBRPD: \$0.6; Other \$4.5	\$82.4					0	0.0				0.0						

Plan Bay Area 2050 - CONTRA COSTA FINANCIALLY CONSTRAINED PROJECT LIST

Plan Bay Area 2050 - CONTRA COSTA FINANCIALLY CONSTRAINED PROJECT LIST					PBA 2040 (2017)										PBA 2050					
RTPC	Sponsor	RTPID	Project Name	Project Description	Total Project Cost (YOE)	Committed Amount (Post 2017)	Committed Sources (Post 2017)	Funding Shortfall (Request for Discretionary Funding)	Mid Year of Construction	Project Cost (2019 \$)	Start Year Construction	End Year Construction	Midyear of Construction	Project Cost (YOE) [Escalation @ 3%]	Secured Funding (in millions)	Secured Fund Sources	Funding Shortfall	PBA 2050 Targets	Comments	
W	Hercules	17-02-0024	I-80/SR-4 Interchange Improvements - New Eastbound Willow Avenue Ramps	Construct new SR4 eastbound on and off ramps at Willow north of Palm Avenue to eliminate hook ramps to willow on I-80 interchange to SR4 for safety enhancement and better service to the Hercules Transit Center.	\$25.0	\$0.0	0	\$25.0	2021				0	0.0						
W	Pinole	17-02-0028	I-80 Eastbound and Westbound Pinole Valley Road On-ramp Improvement	Improve conditions for merging onto the I-80 mainline from the eastbound Pinole Valley Road on-ramp to address vehicles accelerating uphill after stopping at ramp meter.	\$10.0		Measure J	\$10.0	2019				0	0.0				0.0		
W	Richmond	17-02-0044	Landside Improvements for Richmond Ferry Service	Construct landside improvements for Richmond ferry service, including expanded parking.	\$25.0	\$2.0	RCRA: \$2M	\$23.0	2021				0	0.0				0.0		
W	CCTA	17-02-0041	Privately Run Ferry Service including Small-Scale (non-WETA complying) Landside Improvements from Antioch, Martinez, and Hercules to San Francisco. [West County Share]	Privately Run Ferry Service including Small-Scale (non-WETA complying) Landside Improvements from Antioch, Martinez, and Hercules to San Francisco. [West County Share]	\$15.0			\$15.0					0	0.0				0.0		
W	WCCTAC	17-02-0049	West County High Capacity Transit Investment Study Implementation - Phase 1	West County High Capacity Transit Study Implementation Ph. 1 Environmental, Engineering & Implementation	\$15.0	\$0.0	0	\$15.0	2020				0	0.0				0.0		
W	WETA	17-02-0042	Richmond-San Francisco Ferry Service	Richmond-San Francisco ferry service	\$53.0	\$53.0	Measure J	\$0.0	2022				0	0.0				0.0		
Individual Listed Projects Subtotal					\$411.0	\$162.6		\$248.4					0	0.0				0.0	\$ 285.9	Completed
GRAND TOTAL					\$2,179.2	\$458.3		\$1,720.9											\$1,980.6	
PBA 2050 Target:					\$3,000.0															

VISION LIST OF PROJECTS

			RTP 2040 (2017)					RTP 2050									
RTPC	Sponsor	Project Name	Project Description	Updated Cost (2017 \$)	Updated Cost (YOE \$)	Mid Yr of Construction	Updated Funding Shortfall	Notes	Project Cost (2019 \$)	Start Year Construction	End Year Construction	Midyear of Construction	Project Cost (YOE) [Escalation @ 3%]	Secured Funding (in millions)	Secured Fund Sources	Funding Shortfall	Comments
TRANSPAC	CCTA/TRANSPAC	I-680/SR-4 Interchange Improvements: Phase 4	Construct southbound I-680 to eastbound State Route 4 connector Construct westbound SR-4 to northbound I-680 connector Construct HOV connection between SR-4 HOV and I-680 HOV lanes. Westbound SR-4 to southbound I-680 and northbound I-680 to eastbound SR-4. Project includes ramps to/from SR-4 to I-680.	66.5	80.7	2026	80.7		77.3	2025	2027	2026	95.0	0	None	95.0	
TRANSPAC	CCTA/TRANSPAC	I-680/SR-4 Interchange Improvements: Phase 5		52.1	70.5	2031	70.5		60.3	2030	2032	2031	86.0	0	None	86.0	
TRANSPAC	CCTA/TRANSPAC	SR-4/I-680 HOV Connection & Ramps		103.5	156.5	2036	156.5		121	2035	2037	2036	200.0	0	None	200.0	
TRANPAC	CCTA/TRANSPAC	SR-4 Operational Improvements - Remaining Phases	Eastbound: from the SR242 off-ramp to the Port Chicago Highway off-ramp, construct a lane, extending the general purpose lane from the I-680 on-ramp to Port Chicago Highway off-ramp. Construct an auxiliary lane between the Willow Pass Road on-ramp and the San Marco Blvd off-ramp, and a general purpose lane from San Marco Blvd off-ramp to San Marco Blvd on-ramp. Westbound: (a) Construct a general purpose lane between the Willow Pass Rd off-ramp and Willow Pass Rd on-ramp. The construction of this general purpose lane in combination of the westbound improvements done in the financially constrained list and the existing auxiliary lane between San Marco Blvd diagonal on-ramp and Willow Pass Road off-ramp would result in a new general purpose lane between the San Marco Blvd diagonal on-ramp and SR4 242 off-ramp. Construct a lane from Willow Pass Rd on-ramp to the second exit lane to Port Chicago Highway, providing an auxiliary lane between the Willow Pass Road on-ramp and the Port Chicago Highway off-ramp. (b) Construct an auxiliary lane between San Marco Blvd diagonal on-ramp to Willow Pass Road off-ramp. Construct an additional lane, extending the existing acceleration lane at Bailey Road on ramp to the existing auxiliary lane between San Marco Blvd. diagonal on-ramp and Willow Pass Road off-ramp.	153.7	167.7	2023	167.7		166.2	2030	2034	2032	244.1	0	0	244.1	
TRANSPAC	Martinez	Widen Alhambra Avenue, Franklin Canyon to Alhambra Valley Road	Widen from two lanes to four lanes with bike lanes and sidewalks.	13.6	14.8	2021	14.8					0	0.0			0.0	
TRANSPAC	County	Kirker Pass Road Southbound Truck Climbing Lane	Add a southbound truck climbing lane from Nortonville Rd to a point beyond the crest of Kirker Pass. Project will include a 12-foot dedicated truck climbing lane and a Class II bike lane with 8-foot paved shoulders	25.3	33.5	2030	33.5					0	0.0			0.0	
TRANSPAC	Martinez	Martinez Ferry Terminal	Construct ferry terminal for service between Martinez and San Francisco.	16.2	18.0	2023	18.0					0	0.0			0.0	
TRANSPAC	CCTA/Pleasant Hill	Interchange Improvements at 680/Concord Blvd/Contra Costa Blvd	Interchange Improvements at 680/Concord Blvd/Contra Costa Blvd	20.8	25	2025	25					0	0.0				
Subtotal Central County				\$ 451.7	\$ 566.7		\$ 566.7					0	0.0			0.0	

VISION LIST OF PROJECTS

RTP 2050																	
RTP 2040 (2017)																	
RTPC	Sponsor	Project Name	Project Description	Updated Cost (2017 \$)	Updated Cost (YOE \$)	Mid Yr of Construction	Updated Funding Shortfall	Notes	Project Cost (2019 \$)	Start Year Construction	End Year Construction	Midyear of Construction	Project Cost (YOE) [Escalation @ 3%]	Secured Funding (in millions)	Secured Fund Sources	Funding Shortfall	Comments
TRANSPAN	CCTA	East County Rail Extension (eBART), Phase 2	eBART Phase 2: Extend BART 5 miles using DMU technology from Hillcrest Avenue to Brentwood.	342	365	2030	365					0	0.0			0.0	
TRANSPAN	CCTA	Construct State Route 239 from Brentwood to Tracy (TriLink)	Construct 4-lane freeway from SR-4 just south of Balfour Road to I-580/I-205 Interchange west of Tracy (0250c). Add new interchanges at Marsh Creek Road, Walnut Blvd, the new Airport Connector Link at Armstrong Road (approximately 15 miles). Includes interchange improvements at the existing I-580/I-205 interchange to connect proposed SR-239 to eastbound I-205 and both directions of I-580.	728	966.0	2030	966					0	0.0			0.0	
TRANSPAN	CCTA	SR-239: South Link/Byron Highway	Upgrade existing Byron Highway to a 4 lane arterial with provisions for transit. Replace at-grade crossings with grade-separated crossings, and tie in to proposed I-205/Lammers Road Interchange in Tracy.	180	214.2	2025	214.2					0	0.0			0.0	
TRANSPAN	SR4 Bypass Authority	Widen SR-4, Sand Creek Rd to Walnut Blvd	Widen SR-4 (Sand Creek Rd - Balfour Rd) to 6 lanes and Segment 3 (Balfour Rd - Walnut Blvd) to 4 lanes	122	149	2026	149					0	0.0			0.0	
TRANSPAN	County	Widen SR-4, Marsh Creek Road to San Joaquin	Widen State Route 4 as continuous 4-lane arterial from Marsh Creek Road to San Joaquin County line	112	148.5	2030	148.5					0	0.0			0.0	
TRANSPAN	SR4 Bypass Authority	Widen SR-4, Laurel to Sand Creek	Widen SR4 from 4 to 6 lanes from Laurel Road to Sand Creek Road	51	61.0	2025	61					0	0.0			0.0	
TRANSPAN	Antioch	Antioch Ferry Landside Improvements	Ferry Landside Improvements, parking garage, terminal bldg, warf improvements	21.6	25.7	2025	25.7					0	0.0			0.0	
TRANSPAN	Antioch	Slatten Ranch Road extension (Phase II)	Widen roadway from 2 lanes to 4 lanes with bike lanes, median & sidewalks from stub at eBART station to Laurel Rd, and construct 4 lane roadway including bike lanes, sidewalks, and median from Laurel Rd to existing southern terminus of Slatten Ranch Road.	58.8	70	2025	70.0					0	0.0			0.0	
TRANSPAN	Antioch	Antioch Ferry Service	Purchase Ferry Vessels (3) for Ferry Service from Antioch	42.8	51	2025	51.0					0	0.0			0.0	
TRANSPAN	Oakley	Widen O'Hara Avenue, Brownstone Road to Laurel Road	Add a lane in the NB direction to O'Hara Avenue, construct sidewalks, medians with landscaping and street lights.	13.0	14	2020	14.0	New project added				0	0.0			0.0	
TRANSPAN	Antioch	Widen Deer Valley Road, Sand Creek Rd to Chadbourne Rd	Widening Deer Valley Road to 45 feet with shoulders	40	42.7	2020	42.7	New project added				0	0.0			0.0	
Subtotal East County				\$ 1,711.2	\$ 2,107.2		\$ 2,107.1										
SWAT	CCTA/SWAT	Construct Additional Auxilliary Lanes on I-680 South of I-680/SR-24 Interchange	Selected additional I-680 auxilliary lanes south of I-680/24 interchange	19.6	20	2020	20					0	0.0			0.0	
SWAT	CCTA/SWAT/ TRANSPAC	Implement I-680 Transit Investment Options Study	Implement the recommended improvements from the I-680 Transit Investment and Congestion Relief Options Study.	376.8	500.0	2030	500.0					0	0.0			0.0	
SWAT	County	Widen and Realign Camino Tassajara Rd, Blackhawk to Windemere	Realign and widen Camino Tassajara Road from 2 lanes to 4 lanes, from Blackhawk Drive to Windemere Parkway.	33.1	34.0	2020	30.0	Developer Fees: \$4				0	0.0			0.0	
Subtotal Southwest County				\$ 429.5	\$ 554.0		\$ 550.0										

VISION LIST OF PROJECTS

RTP 2050																		
RTP 2040 (2017)																		
RTPC	Sponsor	Project Name	Project Description	Updated Cost (2017 \$)	Updated Cost (YOE \$)	Mid Yr of Construction	Updated Funding Shortfall	Notes	Project Cost (2019 \$)	Start Year Construction	End Year Construction	Midyear of Construction	Project Cost (YOE) [Escalation @ 3%]	Secured Funding (in millions)	Secured Fund Sources	Funding Shortfall	Comments	
WCCTAC	Richmond	Richmond CyberTran	Construct Richmond CyberTran	33.8	50.0	2035	50					0	0.0				0.0	
WCCTAC	Hercules	I-80/SR4: new I-80 EB off-ramp at Sycamore	Re-engineer Freeway Ramps at I-80/SR4: new I-80 EB off-ramp at Sycamore	13.8	15.0	2021	15					0	0.0				0.0	
WCCTAC	Hercules	I-80/SR4: Replace SR4 WB to I-80 WB ramp	I-80/SR4 Ramp Improvements including SR4 WB to I-80 WB ramp replacement	23.0	25.0	2021	25					0	0.0				0.0	
WCCTAC	CCTA	SR-4 West: Phase 2 (Full Freeway)	Upgrade State Route 4 to full freeway from I-80 to Cummings Skyway (Phase 2)	68.7	101.7	2035	101.7					0	0.0					
WCCTAC	WCCTAC	West County High Capacity Transit Investment Study Implementation - Phase 2	Implement the recommended improvements from the West County High Capacity Transit Investment Study	366.1	475.5	2029	475.5					0	0.0				0.0	
WCCTAC	County	Cummings Skyway Truck Climbing Lane Extension	Extend truck climbing lane on eastbound Cummings Skyway to allow faster moving vehicles to safely pass slow moving trucks climbing existing 10% grade.	16.9	22.3	2030	22.3					0	0.0				0.0	
WCCTAC	WCCTAC/Caltrans	I-80 CSMP Improvements	Construct improvements listed in the I-80 CSMP	34.2	36.5	2020	36.5					0	0.0				0.0	
WCCTAC	AC Transit	San Pablo-Macdonald Transit Corridor Improvements	San Pablo-Macdonald Transit Corridor Improvements	226.8	282.0	2025	270.0					0	0.0				0.0	
WCCTAC	County	North Richmond Truck Route	Extend North Richmond truck route from Market Avenue to Parr Boulevard, including 2 lanes, shoulders, and sidewalk on west side	20.8	27.6	2030	27.6	moved from FC list				0	0.0				0.0	
WCCTAC	Hercules/WETA	Regional Ferry Service in Hercules - Landside improvements	Construct landside infrastructure improvements including wharf, docking facility, terminal building and expanding waterside of rail station building	35.0	37.4	2021	37.4					0	0.0				0.0	
Subtotal West County				\$ 839.1	\$ 1,073.0		\$ 1,061.0					0	0.0				0.0	

PBA 2050 Target: \$5,000

\$ 4,284.8

Grand Total \$ 3,431.6 \$ 4,300.9



March 4, 2019

RE: Plan Bay Area 2050 – Request for Regionally-Significant Projects

To: County Transportation Agencies and Multi-County Project Sponsors

As the Bay Area begins to transition from Horizon to Plan Bay Area 2050 (“Plan”) – an update to the nine-county Regional Transportation Plan/Sustainable Communities Strategy – the Metropolitan Transportation Commission (MTC) requests the assistance of each of the nine Bay Area county transportation agencies (CTAs) to coordinate the submittal of regionally-significant transportation project proposals. Multi-county project sponsors (e.g., Caltrans, BART, Caltrain, WETA) should coordinate localized projects with the respective CTA and should coordinate the submittal of regional or systems projects with MTC.

In order for regionally-significant projects to progress from an idea to implementation or construction – summarized in Attachment A – project sponsors must demonstrate the project assumptions are consistent with the Plan and its environmental assessments (e.g., regional transportation-air quality conformity, program environmental impact report). Therefore, all regionally-significant projects anticipated to open by 2050 that will seek federal, state, or regional funding or that will require federal or state actions (e.g., project-level transportation-air quality conformity, NEPA, CEQA) must be submitted for consideration during this Request for Regionally-Significant Projects. Please see the attached guidance for further details.

MTC requests CTAs and multi-county project sponsors adhere to a June 30, 2019, deadline. Agencies may submit evidence of governing board endorsement and the requested documentation up to July 31, 2019.

MTC looks forward to receiving your project proposals. If you have any questions on the Request for Regionally-Significant Projects process, please contact Adam Noelting. If you have questions on Horizon and Plan Bay Area 2050, please contact Dave Vautin. Thank you for your participation.

Sincerely,

Alix A. Bockelman
Deputy Executive Director, Policy

AB: AN

/Horizon and Plan Bay Area 2050/Investment Strategy/Request for Regionally-Significant Projects/CoverLetter_February'19.docx
Attachment

- Request for Regionally-Significant Projects Guidance

GUIDANCE

Request for Regionally-Significant Projects

The Metropolitan Transportation Commission (MTC) requests the assistance of each of the nine Bay Area county transportation agencies (CTAs) and multi-county project sponsors (e.g., Caltrans, BART, Caltrain) to submit locally-identified, regionally-significant project proposals for consideration into Plan Bay Area 2050, the Bay Area's Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS).

Overview

CTAs and multi-county project sponsors were fundamental to the development of previous iterations of Plan Bay Area by reflecting local visions and priorities for consideration into the RTP/SCS, and they will be fundamental to the development of Plan Bay Area 2050. MTC expects CTAs and multi-county project sponsors to coordinate and lead the [Request for Regionally-Significant Projects](#) for their respective county or system. This includes the review and update of project assumptions and the identification of new project proposals.

Context

As the Bay Area's MPO, MTC is required by federal and state regulations to prepare a fiscally-constrained, long-range transportation plan ("Plan" or "Plan Bay Area 2050"). The Plan is prepared in accordance with the California Transportation Commission's RTP guidelines. Among many things, the Plan identifies needs, sets priorities, and includes a fiscally constrained list of short-, medium-, and long-range projects and programs.

MTC characterizes Plan projects into two investment categories, 1) group listings of exempt projects (i.e., programmatic categories) and 2) non-exempt, capacity-increasing projects (i.e., regionally-significant projects). Generally, regionally-significant projects are those that add capacity to the region's network of free-ways, expressways, and highways or to the region's network of fixed guideway transit facilities (e.g., rail, ferry, BRT).

In order to meet federal and state air-quality planning requirements, MTC gathers locally-identified, regionally-significant project proposals for consideration into the adopted Plan. Regionally-significant projects represent a small share of the Bay Area's regional investment strategy; however, their submittal is vital for the development of the Plan and its technical analyses.

The submitted projects are subject to several technical analyses. MTC will assess the costliest projects to estimate their societal benefits to inform project prioritization and the development of Plan Bay Area 2050's investment strategy. Prior to the Plan's adoption, MTC will collectively assess the prioritized projects to estimate their potential environmental impacts.

Plan Bay Area 2050 Development Process

This [Request for Regionally-Significant Projects](#) is the third step of a multi-step effort to identify regionally-significant project proposals for consideration into Plan Bay Area 2050, see [Figure 1](#).

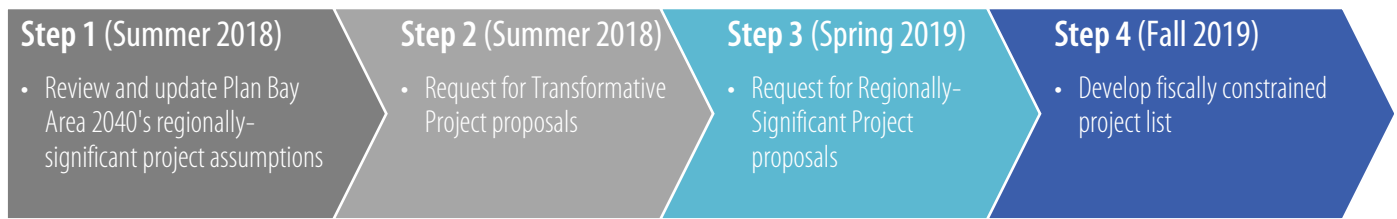


Figure 1. Plan Bay Area 2050 Development Process

Steps 1 and 2 occurred in Summer 2018. During Step 1, CTAs and multi-county project sponsors were asked to update project assumptions (e.g., scope, cost, schedule) of the costliest regionally-significant projects included in Plan Bay Area 2040 (2017). In Step 2, the region was challenged to submit project proposals that could ‘transform’ the region through an open Request for Transformative Projects. The open request focused on regionally-significant projects that were estimated to cost more than \$1 billion and were not submitted for consideration in Plan Bay Area 2040.

This **Request for Regionally-Significant Projects** is Step 3 in the process.

Step 4 is anticipated to begin in Fall of 2019 to inform the development of Plan Bay Area 2050’s fiscally constrained investment strategy. Steps 1-3 will inform Step 4, as will the results from Plan Bay Area 2050’s project performance assessment, needs assessments, and forecast of reasonably expected transportation revenues. This final step will ask each CTA and multi-county project sponsor to identify a fiscally constrained list of both regionally-significant projects and programmatic category investments.

Simultaneously, MTC will prepare **Needs Assessments** for Plan Bay Area 2050 to estimate the revenues and needs to operate and maintain the region’s existing network of streets, bridges, and highways, and the region’s transit systems.

The needs estimates will be complete in Fall 2019. For assessments related to transportation, staff will coordinate with county transportation agencies (CTAs), transit agencies, and local jurisdictions as needed.

Relation to Countywide Transportation Plans

The region’s countywide transportation plans represent robust local transportation planning efforts in the Bay Area. The plans, while voluntary, establish a county’s long-range transportation vision, goals and priorities. Countywide transportation plans have an inter-dependent relationship with the RTP/SCS and provide a primary basis for projects considered into the adopted Plan. To facilitate this inter-dependent relationship, MTC prepares guidelines for counties who choose to prepare a countywide transportation plan, see **Figure 2**, below. Among many things, MTC’s guidelines encourage proactive coordination and outreach while developing the countywide transportation plans.

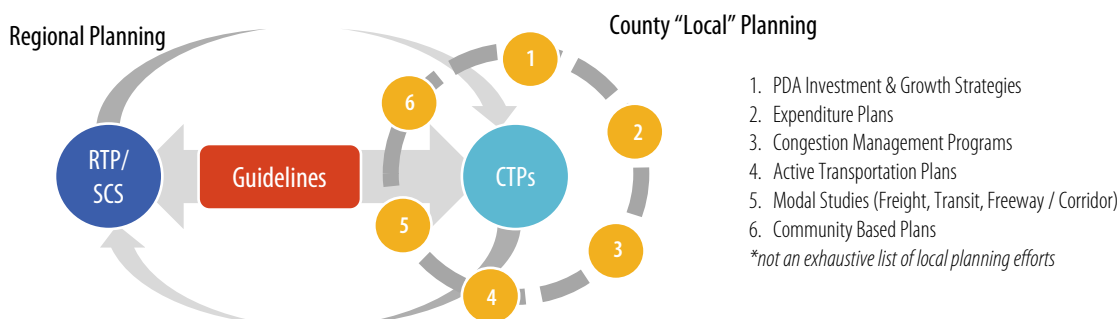


Figure 2. Regional and County Planning Inter-dependency

Guidance

Definitions

- **Exempt project** means a transportation project exempt from regional transportation-air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions or documented categorical exclusions from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
- **Principal Arterial System** includes Interstates, Other Freeway or Expressways, and Other Principal Arterials. See Caltrans' [web map](#)¹ for a map of the regional network.
- **Fixed Guideway** includes any public transportation facility which utilizes and occupies a designated right-of-way or rails including rapid rail, light rail, commuter rail, bus rapid transit, busways, automated guideway transit, people movers, and ferries.

Regionally-significant project means a transportation project (other than an exempt project) that is adding capacity to a facility which serves regional transportation needs including at a minimum the principal arterial system and all fixed guideway transit facilities.

In the context of Plan Bay Area 2050, a project proposal will be deemed regionally-significant if it meets any of the following:

- Expands or extends the principal arterial system (length must be greater than ¼ mile)
 - Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
 - Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
 - Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
 - Extends or expands the fixed guideway transit infrastructure
 - Adds new or expands transit stations or terminals, including parking facilities
 - Expands transit fleets or service levels (e.g., increased frequency, hours of operation)
 - Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).
 - Total estimated cost (capital + operating and maintenance) is greater than \$250 million
- **Programmatic investment** means a collection of like transportation projects (other than regionally-significant projects) identified by a single listing in the Plan, often grouped by purpose and geography (e.g. pavement preservation, bicycle/pedestrian facilities, intersection improvements). Projects that increase capacity of the transportation system but fail to meet the regionally-significant criteria listed above will be considered programmatic investments (e.g., minor highway improvements, widening of local streets). See [Attachment B](#) for an inventory of programmatic category project types.

¹ <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>

1. Project Lists

This [Request for Regionally-Significant Projects](#) builds upon the Bay Area's adopted Plan and Transportation Improvement Program, and Horizon's Request for Transformative Projects (Steps 1 and 2, of the [Plan Bay Area 2050 Development Process](#)). As such, MTC staff will provide each CTA and multi-county project sponsor a list of known regionally-significant projects in their respective county or on their respective system.

- CTAs and multi-county project sponsors should review and update the assumptions of known regionally-significant projects and identify new regionally-significant project proposals.
- CTAs and multi-county project sponsors are encouraged to submit regionally-significant projects derived from an adopted plan, corridor study, or project study report (e.g., RTP/SCS, countywide transportation plan, community-based transportation plans, regional bicycle plan, climate action plans) and which meet one or more of the general criteria listed below:
 - Will open for operation after 2021 and by year 2050;
 - Will seek federal, state, or regional funding;
 - Will require federal or state action (e.g., project-level conformity, NEPA, CEQA);
 - Supports Horizon's Guiding Principles (see [Attachment C](#)); or,
 - Supports the region's sustainable communities strategy (SCS).
- CTAs and multi-county project sponsors should develop and submit project cost estimates using a reasonable basis. Cost estimates should include both capital and operating and maintenance (O&M) costs through 2050. Cost estimates should be submitted in year-of-expenditure (YOE) dollars. If project cost estimates are in current dollars, a 3% annual inflation rate should be used to escalate project costs to YOE.

2. County Targets

As required by federal and state planning regulations, Plan Bay Area 2050 will be a fiscally constrained plan. This means the proposed transportation project costs cannot exceed the reasonably expected transportation revenues forecasted over the planning horizon. Plan Bay Area's forecast of reasonably expected transportation revenues will not be finalized until Fall 2019; however, county targets have been developed for the purpose of this [Request for Regionally-Significant Projects](#). This means that CTAs and multi-county sponsors will need to work with MTC following the release of the revenue forecast to fiscally constrain and remove projects from their list of regionally-significant project proposals.

- CTAs should submit regionally-significant projects with a collective total cost (capital + O&M) equal to or less than the county target of transportation revenues in Table 1.
 - CTAs should take the lead on submitting all localized regionally-significant projects (e.g., freeway interchanges, corridor improvements, transit stations, bus rapid transit corridors) regardless of whether the project has a multi-county sponsor (e.g., Caltrans, BART, Caltrain).
 - CTAs should account for the costs of the costliest regionally-significant projects included in PBA 2040 that are subject to Horizon/PBA 2050's project performance assessment. The list of projects is included in [Attachment D, Part A](#).

- CTAs do not need to account for the costs of regionally-significant projects identified during Horizon's Request for Transformative Projects within their county target. The list of projects is included in [Attachment D, Part B](#).
- Multi-county project sponsors (e.g., Caltrans, ACE (SJRR), AC Transit, BART, Caltrain (PCJPB), Capitol Corridor (CCJPA), GGBHTD, SMART, WETA), should take the lead on coordinating the submittal of localized projects (e.g., freeway interchanges, corridor improvements, transit stations, bus rapid transit corridors) with the respective CTA and should coordinate the submittal of multi-county or systems projects with MTC.

Table 1. County Targets (in millions of Year-of-Expenditure \$)

Column A	Column B	Column C	Column D	Column E	Column F
County	PBA 2040 Regionally-Significant Project Costs	PBA 2040 Regionally-Significant Cost Share	D.O.F. 2018 Population Share	PBA 2050 Regionally-Significant Cost Share	PBA 2050 Regionally-Significant Project Cost Targets
Alameda	\$5,928	16%	21%	18%	\$10,524
Contra Costa	\$2,179	6%	15%	10%	\$5,844
Marin	\$277	1%	3%	2%	\$1,174
Napa	\$128	< 1%	2%	1%	\$615
San Francisco	\$10,382	27%	11%	19%	\$11,015
San Mateo	\$2,323	6%	10%	8%	\$4,578
Santa Clara	\$14,712	39%	25%	32%	\$18,191
Solano	\$1,076	3%	6%	4%	\$2,419
Sonoma	\$1,053	3%	7%	5%	\$2,641
Total	\$38,058	100%	100%	100%	\$57,000

notes:

1. The PBA 2050 county target for regionally-significant projects (non-exempt/capacity-increasing) of \$57 billion represents a 50% increase over the PBA 2040 county project costs of \$38 billion. The 50% increase represents an estimated "top of range" and allows for a longer-plan period (30 vs 24 years), a higher inflation rate (3% vs. 2.2%), and additional fund sources that were not included in PBA 2040. It is not expected that PBA 2050 will have 50% more revenue than PBA 2040.
2. To develop the county targets, staff calculated a hybrid from the cost shares of county-sponsored regionally-significant projects in PBA 2040 (Column C), and county population shares (column D) relative to the rest of the region. The hybrid shares weighted the cost share and population share equally. The resulting target shares are shown in Column E.

3. Coordination, Outreach, & Public Comment

Federal and state planning regulations require that the Plan be developed through an inclusive process. Project development and the progression from an idea to implementation or construction includes numerous robust coordination, outreach, and public comment opportunities. One such opportunity is the development of countywide transportation plans. MTC's countywide transportation plan guidelines encourage proactive coordination and public engagement efforts to provide opportunities for stakeholders and the public to weigh in on local projects and priorities.

- CTAs and multi-county project sponsors should work closely with local jurisdictions and transit agencies within their respective county, as well as with MTC, Caltrans, other stakeholders, and other

CTAs where appropriate, to review and update regionally-significant project assumptions and identify new project proposals. CTAs and multi-county project sponsors should communicate the significance of a project's inclusion into the Plan.

- CTAs and multi-county project sponsors should hold at least one public meeting to provide an opportunity for public comment on the list of regionally-significant projects that will be submitted for consideration into Plan Bay Area 2050. CTAs and multi-county project sponsors should be proactive in notifying stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – on the opportunity(s) for comment. The meeting(s) should:
 - Inform stakeholders and the public about the opportunity(s) for public comment on projects and when decisions are to be made;
 - Be held at times that are conducive to public participation to solicit public comment on the projects;
 - Be promoted to the public and noticed on the CTA's agency's website. CTA staff are encouraged to provide MTC with a link so the information can also be available on the website PlanBayArea.org;
 - Include information on how to request language translation for individuals with limited English proficiency. If CTA agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations;
 - Provide accommodations for people with disabilities; and,
 - Be held in central locations that are accessible for people with disabilities and by public transit.
- CTAs and multi-county project sponsors may leverage current or past coordination and public engagement efforts that involved the identification and/or prioritization of regionally-significant projects. However, CTAs and multi-county project sponsors should still hold at least one public meeting to provide an opportunity for public comment on the list of regionally-significant projects that will be submitted to MTC for consideration into Plan Bay Area 2050.
- CTAs and multi-county project sponsors should conduct an outreach effort(s) in a manner consistent with Title VI of the Civil Rights Act of 1964 as described in [MTC's Public Participation Plan²](#) (MTC Resolution No. 4174, revised).
- CTAs and multi-county project sponsors should document their outreach effort(s). Documentation should describe how stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – were involved in the process for identifying regionally-significant projects for consideration into Plan Bay Area 2050. Documentation should include how the public meeting(s) was held in a manner consistent with Title VI of the Civil Rights Act of 1964.

4. Submittal Process

- CTAs and multi-county project sponsors should submit to MTC:

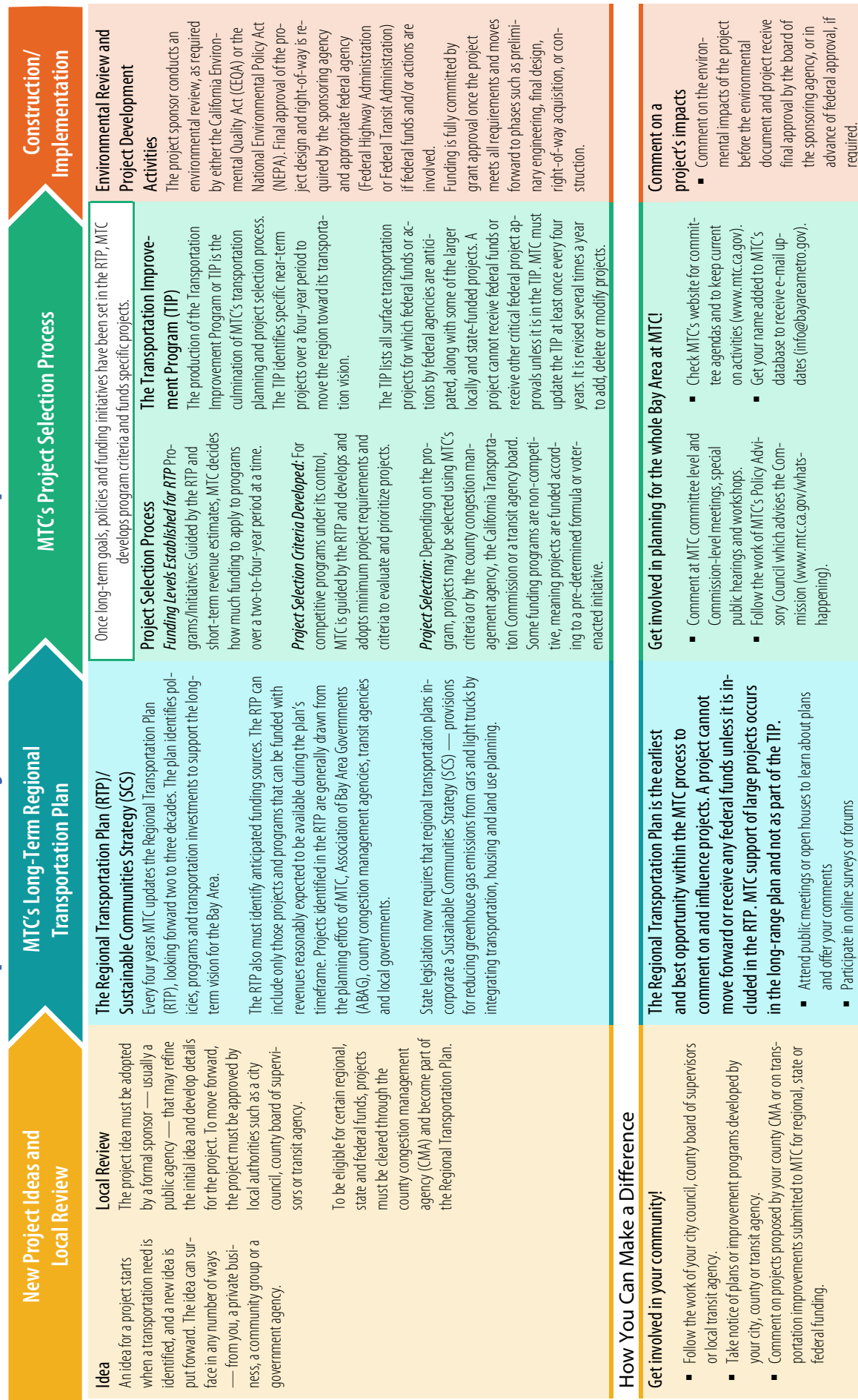
² https://www.planbayarea.org/sites/default/files/pdfs_referenced/2018_ppp_appendix_a_final_june2018.pdf

- Completed list of regionally-significant project and their assumptions for consideration into Plan Bay Area 2050 prior to MTC's June 30, 2019, deadline.
- Board resolution authorizing the submittal of the list of regionally-significant projects for consideration into Plan Bay Area 2050 by July 31, 2019.
- Documentation that a public meeting was held allowing the public to comment on the list of regionally-significant projects and how the public meeting was conducted in compliance with Title VI of the Civil Rights Act of 1964 by July 31, 2019.
- Documentation of how stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – were involved in the process by July 31, 2019.

Attachments

- **Attachment A-** Follow a Transportation Project From Idea to Implementation
- **Attachment B-** Draft Programmatic Categories
- **Attachment C-** Horizon's Guiding Principles
- **Attachment D-** Draft Project Performance Projects

Attachment A – Follow a Transportation Project From Idea to Implementation³



³ Source: A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP — 2019 TIP Update — September 2018

Attachment B – Draft Programmatic Categories

The proposed programmatic categories and example project types are listed below:

Category	Systems	Project Types
Minor Highway Improvements	State Highway	- minor highway extension or new lane (less than ¼ mile); - interchange modification (no additional capacity)
Minor Roadway Improvements	Local Road	minor local road extension or new lane (less than ¼ mile)
Minor Transit Improvements	Public Transit	- minor/routine expansions to fleet and service; - purchase of ferry vessels (that can be accommodated by existing facilities or new CE facilities); - construction of small passenger shelters and information kiosks; - small-scale/CE bus terminals and transfer points; - public transit-human services projects and programs (including many Lifeline Transportation Program projects); - ADA compliance; - noise mitigation; - landscaping; - associated transit improvements (including bike/pedestrian access improvements); - alternative fuel vehicles and facilities
Minor Freight Improvements	Freight	- construction of new, or improvements to existing, rest areas and truck weigh stations; - improvements to existing freight terminals (not expansion)
New Bicycle & Pedestrian Facilities	- Local Road - State Highway	new and extended bike and pedestrian facilities
Preservation/Rehabilitation	- Local Road - State Highway - Public Transit - Tollway - Freight	- pavement resurfacing and/or rehabilitation; - bike/pedestrian facilities rehabilitation; - non-pavement rehabilitation; - preventive maintenance; - emergency repair; - bridge rehabilitation, replacement or retrofit with no new capacity; - transit vehicle rehabilitation or replacement; - reconstruction or renovation of transit buildings and structures; - rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way; - construction of new bus or rail storage/maintenance facilities (in industrial locations with adequate transportation capacity); - modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards; - purchase of office and shop and operating equipment for existing facilities; - purchase of operating equipment for vehicles, such as farebox, lifts, radios; - purchase of support vehicles; - toll bridge rehabilitation, replacement, or retrofit with no new capacity; - freight track and terminal rehabilitation
Routine Operations & Maintenance	- Local Road - State Highway - Public Transit - Tollway	- routine patching and pothole repair; - litter control, sweeping and cleaning; - signal operations; - communications; - lighting; - transit operations and fare collection; - transit preventive maintenance; - toll operations & fare collection
Management Systems	- Local Road - State Highway - Public Transit - Tollway	- incident management; - signal coordination; - ITS; - TOS/CMS;

		• ramp metering; • transit management systems; • automatic passenger counters; • CAD-AVL; • fare media; • Transit Sustainability Project; • construction or renovation of power, signal, and communications systems; • toll management systems; • toll media
Safety & Security	• Local Road • State Highway • Public Transit • Freight	• railroad/highway crossings and warning devices; • hazardous location or feature; • shoulder improvements; sight distance; • Highway Safety Improvement Program implementation; • Safe Routes to Schools projects and programs; • traffic control devices other than signalization; • guardrails, median barriers, crash cushions; pavement marking; • fencing; • skid treatments; • lighting improvements; • widening narrow pavements with no added capacity; • changes in vertical and horizontal alignment; • transit safety and communications and surveillance systems; • rail sight distance and realignments for safety; • safety roadside rest areas; • truck climbing lanes outside urban area; • emergency truck pullovers
Travel Demand Management	• Local Road • State Highway • Other	• car and bike share; • alternative fuel vehicles and facilities; • parking programs; • carpool/vanpool, ridesharing activities; • information, marketing and outreach; • traveler information
Intersection Improvements	• Local Road	• intersection channelization; • intersection signalization at individual intersections
Multimodal Streetscape Improvements	• Local Road	• minor bicycle and/or pedestrian facility gap closure; • ADA compliance; • landscaping; • lighting; • streetscape improvements; • minor road diet (less than ¼ mile)
Land Use	• Other	• land conservation projects; • TOD housing projects
Planning	• Other	• planning and research that does not lead directly to construction
Emission Reduction Technologies	• Other	

Attachment C - Horizon's Guiding Principles

MTC received over 10,000 unique comments from residents across the Bay Area in 2018 when we asked, "What are the most pressing issues we should consider as we plan for life in 2050?" This feedback helped MTC refine the five Guiding Principles, below, that underlie the Horizon initiative:

- **Affordable:** All Bay Area residents and workers have sufficient housing options they can afford—households are economically secure.
- **Connected:** An expanded, well-functioning transportation system connects the Bay Area—fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
- **Diverse:** Bay Area residents support an inclusive region where people from all backgrounds, abilities and ages can remain in place—with access to the region's assets and resources.
- **Healthy:** The region's natural resources, open space, clean water and clean air are conserved—the region actively reduces its environmental footprint and protects residents from environmental impacts.
- **Vibrant:** The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

Attachment D – Project Performance Projects

Part A. Uncommitted Major Projects from Plan Bay Area 2040 (> \$250 million)

Type	#	Project Name
Local & Express Bus	1	AC Transit Local Service Frequency Increase
	2	Sonoma Countywide Service Frequency Increase
	3	Muni Forward + Service Frequency Increase
Bus Rapid Transit (BRT)	4	San Pablo BRT
	5	Geary BRT (Phase 2)
	6	El Camino Real BRT
BART	7	BART Core Capacity
	8	BART DMU to Brentwood
	9	BART to Silicon Valley (Phase 2)
Commuter Rail	10	Caltrain Downtown Extension
	11	Caltrain Full Electrification and Blended System ¹
	12	SMART to Cloverdale
Light Rail (LRT)	13	Downtown San Jose LRT Subway
	14	San Jose Airport People Mover
	15	Vasona LRT (Phase 2)
	16	Eastridge LRT
Ferry	17	WETA Service Frequency Increase
	18	WETA Ferry Network Expansion (Berkeley, Alameda Point, Redwood City, Mission Bay)
Pricing	19	Regional Express Lanes (MTC + VTA + ACTC + US-101)
	20	SR-152 Realignment and Tolling
	21	Downtown San Francisco Congestion Pricing
	22	Treasure Island Congestion Pricing
Freeways & Interchanges	23	I-680/SR-4 Interchange + Widening (Phases 3-5)
	24	SR-4 Operational Improvements
	25	SR-4 Widening (Brentwood to Discovery Bay)
	26	SR-239 Widening
	27	I-80/I-680/SR-12 Interchange + Widening (Phases 2B-7)
Other	28	Bay Bridge West Span Bike Path
	29	Bay Area Forward (Phase 1)
	30	Better Market Street

¹ High-Speed Rail service will be evaluated as part of the blended system only in one of the three Futures, and substituted with increased Caltrain service in the other two Futures

Part B-1. Transformative Projects from Public Agencies (>\$1 billion)

Type	#	Project Name	
Local, Express Bus & BRT	31	AC Transit Transbay Service Frequency Increase	
	32	AC Transit Rapid Network	
	33	Alameda County BRT Network + Connected Vehicle Corridors ²	*
BART	34	BART on I-680	*
	35	BART to Cupertino	*
	36	BART to Gilroy	
	37	BART Gap Closure (Millbrae to Silicon Valley)	*
Commuter Rail	38	Caltrain Full Electrification and Enhanced Blended System ¹	
	39	Caltrain Grade Separation Program	
	40	SMART to Solano	
	41	Dumbarton Rail (Redwood City to Union City)	*
	42	ACE Rail Network and Service Expansion (including Dumbarton Rail)	
	43	Valley Link (Dublin to San Joaquin Valley)	
	44	Megaregional Rail Network + Resilience Project ²	*
Light Rail (LRT)	45	Muni Metro Southwest Subway	*
	46	Muni Metro to South San Francisco	*
	47	Fremont-Newark LRT	
	48	SR-85 LRT	
	49	VTA North San Jose LRT Subway	
	50	VTA LRT Systemwide Grade Separation	
	51	VTA LRT Systemwide Grade Separation and Full Automation	
	52	VTA LRT Systemwide Grade Separation and Network Expansion ²	*
Freeway Capacity Expansion / Optimization	53	SR-37 Widening + Resilience + Express Bus Project ²	*
	54	SR-12 Widening	
	55	I-80 Busway + BART to Hercules ²	
	56	I-680 Corridor Improvements (BRT, Express Bus Shared AVs, Gondolas) ²	*
	57	I-580/I-680 Corridor Enhancements + Express Bus on I-680 ²	*
	58	San Francisco Freeway GP-to-HOT Lane Conversions	*
Bridges & Tunnels	59	Richmond-San Rafael Bridge Replacement	
	60	Webster/Posey Tube Replacements	
	61	SR-87 Tunnel	
Other	62	Oakland/Alameda Gondola Network	
	63	Contra Costa Autonomous Shuttle Program	*
	64	Mountain View Autonomous Vehicle Network	*
	65	Cupertino-Mountain View-San Jose Elevated Maglev Rail Loop	*

* Submitted by member of public/NGO as well (either partially or fully)

² Individual components of network proposals may be required to undergo further project-level analysis for inclusion in the Plan

Part B-2. Transformative Projects from Individual/NGOs (>\$1 billion)

Type	#	Project Name
Jury Selected Individual components of network proposals may be required to undergo further project-level analysis for consideration in Plan Bay Area 2050.	66	Optimized Express Lane Network + Regional Express Bus Network
	67	Bus Rapid Transit (BRT) on All Bridges
	68	SMART to Richmond via New Richmond-San Rafael Bridge
	69	I-80 Corridor Overhaul
	70	Regional Bicycle Superhighway Network **
	71	Bay Trail Completion **

** While recognized by the jury as transformative transportation investments, this project may not go through benefit-cost analysis/project performance as it is considered non-capacity-increasing under federal guidelines.

Part B-3. Transformative Operational Strategies

Type	#	Project Name
Jury Selected	72	Integrated Transit Fare System
	73	Free Transit
	74	Higher-Occupancy HOV Lanes
	75	Demand-Based Tolls on All Highways
	76	Reversible Lanes on Congested Bridges and Freeways
	77	Freight Delivery Timing Regulation

Part B-4. Transformative Transbay Crossing Projects

Type	#	Project Name
Crossings	78	Bay Crossing Concept #1
	79	Bay Crossing Concept #2
	80	Bay Crossing Concept #3
	81	Bay Crossing Concept #4
	82	Bay Crossing Concept #5
	83	Bay Crossing Concept #6

Part B-5. Transformative Resilience Projects

Type	#	Project Name
Earthquakes	84	BART Caldecott Tunnel Resilience Project
Sea Level Rise	85	I-580/US-101 Marin Resilience Project
	86	US-101 Peninsula Resilience Project
	87	SR-237 Resilience Project
	88	Dumbarton Bridge Resilience Project
	89	I-880 Resilience Project
	90	VTA LRT Resilience Project

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**WCCTAC FISCAL YEAR
2020 DRAFT WORK
PROGRAM**

WCCTAC's activities may be grouped into the following five major areas: Planning and Programming (General Operations), Transportation Demand Management (TDM), Sub-regional Transportation Mitigation Fee Program (STMP), Other Reimbursable Special Projects, and Office Administration.

Planning and Programming (General Operations)

This program area relates to WCCTAC's function as the Regional Transportation Planning Committee (RTPC) for West Contra Costa County under Measure J. It also includes transportation planning efforts resulting from the agency's Joint Powers Agency function. Activities in this program area are mainly funded with annual member agency contributions and, to a lesser extent, Measure J dollars.

1. Program and administer West County's Measure J projects and programs, including:
 - a. Low Income Student Bus Pass Program (Measure J 21b)
 - b. Additional Bus Transit Enhancements (Measure J 19b)
 - c. Transportation for Seniors and People with Disabilities (Measure J 15b, 20b)
 - d. Sub-regional needs (Measure J 28b)
2. Participate in regional, countywide, sub-regional, and local efforts related to planning, funding and delivery of priority projects in West County as appropriate.
3. I-80 Corridor:
 - a. Join in the follow-up, evaluation, trouble-shooting, and TAC meetings related to the Integrated Corridor Mobility (ICM) project.
 - b. Continue to work with CCTA, Caltrans, and MTC on development of a study to address I-80 HOV lane degradation.
 - c. Provide quarterly updates to the WCCTAC Board on I-80 issues.
4. Provide support for the development of a Transportation Expenditure Plan (TEP) for a possible future county-wide ballot measure.
5. Work with CCTA on: project prioritization for Plan Bay Area 2050, the Congestion Management Plan's Capital Improvement Program, the STIP Call for Projects, the shift from LOS to VMT in the Authority's Technical Procedures, and PDA assessment.
6. Implement the recommendations of the West County Measure J Mobility Study. Continue the work of the part-time Travel Training Coordinator to assist agencies and groups with training residents on how to use fixed route transit (BART, buses, ferry), ADA and non-ADA paratransit, and other mobility services.

7. Continue working with CCTA and ACTC and local jurisdictions towards completion of the San Pablo Avenue Multimodal Corridor Study.
8. Monitor grant opportunities, inform members about these opportunities, assist with grant applications, and facilitate prioritization of West County candidate projects for grants. Some examples of grant opportunities in the upcoming fiscal year include Active Transportation Program (ATP) grants for pedestrian and bicycle improvements, as well as federal 5310 grants for senior and disabled transportation.
9. Monitor Action Plan compliance by reviewing General Plans or Amendments, and work to advance goals, objectives and actions within the Action Plan.
10. Continue advancement of recommendations of the High Capacity Transit Study.
11. Based on the 2015 Cooperative Agreement, participate with WETA, CCTA and Richmond on annual review of the Richmond ferry's ridership, marketing, fare policy, access issues, and capital needs.
12. Manage or participate in meetings of the: WCCTAC Board, WCCTAC TAC, I-80 Smart Corridor TAC, CCTA Board, CCTA Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), CCTA Administration and Projects Committee (APC), CCTA Paratransit Coordinating Committee (PCC), CCTA Technical Coordinating Committee (TCC), and the Caltrans District 4 Pedestrian Advisory Committee.

Other Reimbursable Special Projects

As a Joint Powers Agency, WCCTAC is able to apply for and receive various grants that advance the transportation goals of West Contra Costa. WCCTAC can also serve as a lead for certain studies or projects using other agency contributions. In the upcoming fiscal year, WCCTAC will:

1. Continue the West Contra Costa County Express Bus Implementation Plan, a Caltrans/SB1 funded endeavor with partners AC Transit and WestCAT.
2. Complete the grant-funded, multi-jurisdictional Program for System Synchronization (PASS) project to improve signal timing during weekends and off-peak times on San Pablo Avenue.

Transportation Demand Management (TDM)

This program promotes transportation alternatives to the single occupant vehicle by encouraging walking, bicycling, transit, carpooling, and vanpooling, and is coordinated with the larger countywide 511 Contra Costa Program. It is funded on a reimbursement basis by Measure J and grants from the Air District. In the upcoming fiscal year, the TDM program will:

1. Manage the Commute Incentives Program, which includes: employer outreach and programs, tabling at community events, transit incentives, funding for bike racks and lockers, funding for EV charging stations, the “Pass 2 Class” student transit ticket program. Staff will also explore smartphone app-based incentive programs.
2. Manage the Countywide Guaranteed Ride Home and Try Transit Programs.
3. Co-lead Bike to Work Day with other regional partners
4. Coordinate with the Regional 511 Rideshare and 511 Contra Costa.
5. Support Local Agency Climate Action plans and other plans and efforts that aim to improve access to bicycling, pedestrian facilities, transit, and emerging mobility technology such as a shared bicycles, cars, scooters, and autonomous vehicles – particularly those that have regional significance.
6. Work with community groups and employers to explore the feasibility of providing bicycle repair education classes and bicycle safety awareness to increase bicycling as a viable mode of transportation.
7. Implement relevant recommendations of the Countywide TDM Strategic Plan.

Sub-regional Transportation Mitigation Fee Program (STMP)

WCCTAC acts as the trustee for the development impact fees collected by the West County cities and the unincorporated areas of the County. An updated program is planned to go into effect on July 1, 2019. Under the updated program, STMP funds are to be used for twenty pre-identified, regionally-benefitting capital projects. In the upcoming fiscal year, WCCTAC will:

1. Begin the updated 2019 STMP Program.
2. Collect, administer, and track funds and reporting forms.
3. Potentially issue calls for projects based on the fund balance and Board direction, and disburse funds to eligible, Board-approved projects
4. Oversee contractual agreements with fund recipients.
5. Respond to inquiries from local agencies.

Office Administration

In the upcoming fiscal year, staff will:

1. Complete the Annual Work Program, Budget and Audit.

2. Provide staff development and training opportunities to keep employees skills high and to stay aware of industry trends.
3. Maintain, update, and expand content on the WCCTAC website.
4. Develop a Procurement Policy for equipment and services purchased by WCCTAC.
5. Formalize WCCTAC's Conflict of Interest Code for staff and Directors.