



TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: Thursday, April 11, 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

1. CALL TO ORDER and SELF-INTRODUCTIONS

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

2. PUBLIC COMMENT

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

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 WCCTAC TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

3. CONSENT CALENDAR

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

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

Recommendation: Approve as presented.

Attachment: Yes

4. REGULAR AGENDA ITEMS

A. 2019 STMP Update: Adoption Process Status

Description: Staff will provide an update on the progress of local jurisdictions in the adoption of the 2019 STMP Update. At this time, July 1, 2019 continues to be the estimated start date for the new program.

Recommendation: Provide feedback to staff.

Attachment: No

Presenter/Lead Staff: Leah Greenblat, Project Manager

Estimated Time:* 9:15 AM, (10 minutes)

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

B. Project List for Regional Transportation Plan (RTP) Update

Description: The Contra Costa Transportation Authority (CCTA) is developing a project list for Plan Bay Area 2050, the Regional Transportation Plan. The list will be reviewed by the CCTA Board in mid-May, and consequently will be considered by the WCCTAC Board at its April 26th meeting. A memo issued by CCTA is attached and provides background. An updated draft project list is also attached. At the previous WCCTAC TAC meeting, TAC members were asked to review the current project list and: remove projects that were completed or no longer a priority, update project descriptions and cost estimates, and add projects that should be on the list. WCCTAC is still requesting this information and may issue an updated spreadsheet prior to the meeting. TAC members should come to the meeting prepared to finalize a recommendation for the WCCTAC Board.

Recommendation: 1.) Prepare a recommended project list for the Regional Transportation Plan and forward to the WCCTAC Board for its consideration.

Attachment: Yes

Presenter/Lead Staff: Hisham Noeimi-CCTA Staff, John Nemeth-WCCTAC Staff

Estimated Time:* **9:25 AM**, (80 minutes)

C. Bike to Work Day 2019

Description: Bike to Work Day, being held this year on Thursday, May 9th, is a regional event that aims to encourage commuters to bicycle to work by providing energizer stations with refreshments and giveaways. This is the 25th anniversary of the event being held in the Bay Area. Staff will deliver a brief presentation on the plans for this year, including locations of energizer stations, work that West County cities and WCCTAC's TDM Program 511 Contra Costa are doing, and the Bike Commuter of the Year.

Recommendation: Information only

Attachment: No

Presenter/Lead Staff: Coire Reilly

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

5. STANDING ITEMS

A. Technical Coordinating Committee (TCC) Report and Appointments

Recommendation: Receive update and nominate two representatives..

Attachment: No

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

Estimated Time:* **10:55 AM**, (5 minutes)

6. ADJOURNMENT

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, May 9, 2019. (The next regular meeting of the WCCTAC Board is Friday, April 26, 2019.)

Estimated Time:* **11:00 AM**

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- 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.
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El Cerrito

WCCTAC TAC Meeting Minutes

Hercules

MEETING DATE: March 14, 2019

Pinole

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

Richmond

GUESTS: Hisham Noeimi, CCTA; Stephanie Hu, CCTA; Bill Pinkham, CBPAC Representative; Ryan Lau, AC Transit.

San Pablo

STAFF PRESENT: John Nemeth, Leah Greenblat, Coire Reilly

ACTIONS LISTED BY: WCCTAC Staff

Contra Costa
County

AC Transit

BART

WestCAT

ITEM	ITEM/DISCUSSION	ACTION/SUMMARY
1.	Called to Order	The meeting was called to order at 9:08 a.m.
2.	Public Comment	None.
3.	Consent Calendar: a. Action Minutes and Sign-in Sheet from February 14, 2019	Moved by Mercurio, seconded by Reese-Brown, and unanimously adopted.
4.	STMP Nexus Update: City Council Reviews	Leah Greenblat provided an update on the 2019 STMP Update and presentations to city councils. This include: the actions taken by councils, the feedback received, and the next steps in the process.
5.	2019 Measure J Strategic Plan – Funding Assumptions	Hisham Noeimi gave an overview of the Measure J Strategic Plan and the projected sales tax revenue decrease. He outlined several options for reducing funding by \$5.2M. The TAC recommended reducing the Strategic Plan funding for following projects: BART Parking, Access, and Other Improvements (\$2.9M); I-80 Central Avenue

		(\$818k); I-80 ICM (\$86k), Richmond Parkway (\$33k) and Hercules Rail Station (\$1.31M). The TAC recommended designating \$500,000 from future Measure J 25b funds for the Hercules Rail Station to keep that project moving forward in to the design phase. The recommendations were moved by Mercurio, seconded by Reese-Brown and passed unanimously.
6.	Plan Bay Area 2050	Hisham Noeimi presented MTC's call for projects for the next Regional Transportation Plan (RTP). Member agencies were asked to provide their input on the RTP project list to WCCTAC staff by March 29 so that their information can be compiled and reviewed at the April TAC meeting. A draft list will be brought to the WCCTAC Board at its April meeting.
7.	Draft WCCTAC Work Program FY 2019-2020	John Nemeth presented the draft WCCTAC Work Program and asked the TAC for feedback.
8.	Technical Coordinating Committee	The TAC agreed to forward a recommendation to the WCCTAC Board to appoint Jill Mercurio as the primary WCCTAC TCC representative and Mike Roberts as the alternate.
9.	Announcements	Staff noted that PASS grant comments were due on Friday, that Bike to Work Day is May 9 th , and that Bike Commuter of the Year and Bike Friendly Business nominations were now open.

Sign in Sheet for the WCCTAC Technical Advisory Committee Meeting

WCCTAC TAC	INITIALS	AGENCY	EMAIL	PHONE
Lori Reese Brown	YRB	Richmond	Lori_reese-brown@ci.richmond.ca.us	510.620.6869
Charles Ching		San Pablo	charlesc@sanpabloca.gov	
John Cunningham	John Cunningham	CCC DCD	John.cunningham@dcd.cccounty.us	925.674.7833
G. Aileen Hernandez	GAH	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	JM	San Pablo	jillm@sanpabloca.gov	510.215.3061
Tamara Miller	TM	Pinole	tmiller@ci.pinole.ca.us	510.724.9010
Melanie Mintz		El Cerrito	mmintz@ci.el-cerrito.ca.us	510.215.4330
Yvetteh Ortiz	YO	El Cerrito	yortiz@ci.el-cerrito.ca.us	510.215.4345
Winston Rhodes		Pinole	wrhodes@ci.pinole.ca.us	510.724.9832
Mike Roberts	MR	Hercules	miker@ci.hercules.ca.us	510.799.8241
Robert Sarmiento		CCC DCD	robert.sarmiento@dcd.cccounty.us	925.674.7822
Holly Smyth		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	
WCCTAC STAFF				
Leah Greenblat	LG	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	jpallcock@wcctac.org	510.210.5934
Coire Reilly	CR	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	HN	CCTA	hnoeimi@ccta.net	925.256.4731
Stephanie Hu	SH	CCTA	stephanieh@ccta.net	925.256.4760
JURISDICTION AGENCY STAFF				
Charlie Anderson		WESTCAT	charlie@westcat.org	510.724.3331
Yader Bermudez		Richmond	Yader_berumudez@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_rodgers@ci.richmond.ca.us	510-307-8112
Robert Del Rosario		AC Transit	rdelrosa@actransit.org	510.891.4734
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	BP	CBPAC Rep	Bpinkham3@gmail.com	510.734.8532
Rita Xavier		San Pablo Res.		
Ryan Law	RL	AC Transit	RLAW@ACTRANSIT.ORG	510.391.4843

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CONTRA COSTA
**transportation
 authority**

COMMISSIONERS

Robert Taylor, Chair

Julie Pierce,
 Vice Chair

Janet Abelson

Newell Arnerich

Tom Butt

Teresa Gerringer

Federal Glover

Loella Haskeew

David Hudson

Karen Mitchoff

Kevin Romick

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

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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	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				\$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
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 18: \$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.	\$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 1 of the project will redirect I-80 westbound on-ramp traffic during weekend peak periods to I-580 through the use of multiple electronic variable message signs. 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.	\$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	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	PH2: Regional Capitol Corridor Train Station in Hercules, 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			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		Completed	
West County					\$411.0	\$162.6		\$248.4											\$ 285.9	
Individual Listed Projects Subtotal					\$2,179.2	\$458.3		\$1,720.9												\$1,980.6
GRAND TOTAL					\$4,215.4	\$1,608.9		\$2,606.7												PBA 2050 Target: \$3,000.0

VISION LIST OF PROJECTS

RTPC	Sponsor	Project Name	Project Description	RTP 2040 (2017)					RTP 2050								
				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			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	
Grand Total				\$ 3,431.6	\$ 4,300.9		\$ 4,284.8										PBA 2050 Target: \$5,000



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

G U I D A N C E

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 freeways, 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.

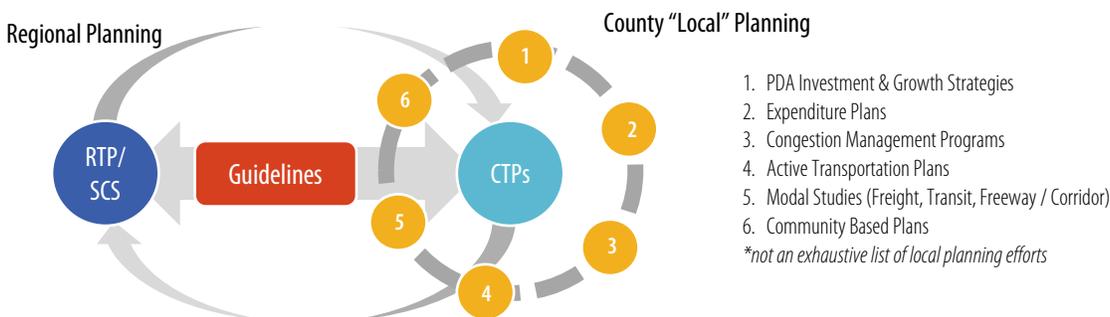


Figure 2. Regional and County Planning Inter-dependency

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 in included in **Attachment D, Part B**.
- Multi-county project sponsors (e.g., Caltrans, ACE (SJRRRC), 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:

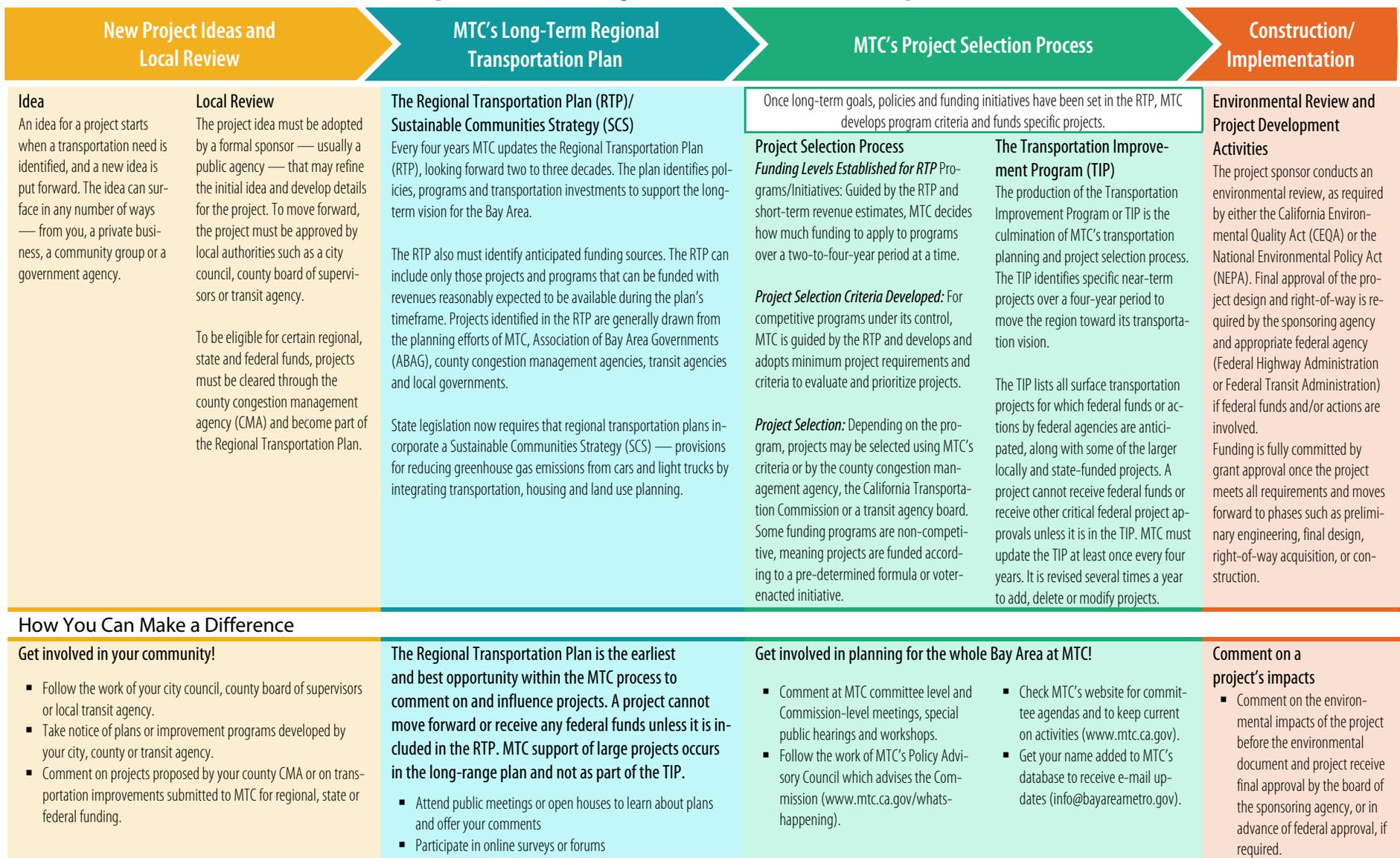
² https://www.planbayarea.org/sites/default/files/pdfs_referenced/2018_ppp_appendix_a_final_june2018.pdf

- 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	<ul style="list-style-type: none"> State Highway 	<ul style="list-style-type: none"> minor highway extension or new lane (less than ¼ mile); interchange modification (no additional capacity)
Minor Roadway Improvements	<ul style="list-style-type: none"> Local Road 	<ul style="list-style-type: none"> minor local road extension or new lane (less than ¼ mile)
Minor Transit Improvements	<ul style="list-style-type: none"> Public Transit 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Freight 	<ul style="list-style-type: none"> construction of new, or improvements to existing, rest areas and truck weigh stations; improvements to existing freight terminals (not expansion)
New Bicycle & Pedestrian Facilities	<ul style="list-style-type: none"> Local Road State Highway 	<ul style="list-style-type: none"> new and extended bike and pedestrian facilities
Preservation/Rehabilitation	<ul style="list-style-type: none"> Local Road State Highway Public Transit Tollway Freight 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Local Road State Highway Public Transit Tollway 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Local Road State Highway Public Transit Tollway 	<ul style="list-style-type: none"> incident management; signal coordination; ITS; TOS/CMS;

		<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Local Road • State Highway • Public Transit • Freight 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Local Road • State Highway • Other 	<ul style="list-style-type: none"> • car and bike share; • alternative fuel vehicles and facilities; • parking programs; • carpool/vanpool, ridesharing activities; • information, marketing and outreach; • traveler information
Intersection Improvements	<ul style="list-style-type: none"> • Local Road 	<ul style="list-style-type: none"> • intersection channelization; • intersection signalization at individual intersections
Multimodal Streetscape Improvements	<ul style="list-style-type: none"> • Local Road 	<ul style="list-style-type: none"> • minor bicycle and/or pedestrian facility gap closure; • ADA compliance; • landscaping; • lighting; • streetscape improvements; • minor road diet (less than ¼ mile)
Land Use	<ul style="list-style-type: none"> • Other 	<ul style="list-style-type: none"> • land conservation projects; • TOD housing projects
Planning	<ul style="list-style-type: none"> • Other 	<ul style="list-style-type: none"> • planning and research that does not lead directly to construction
Emission Reduction Technologies	<ul style="list-style-type: none"> • 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