

TRANSPAC Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County

TRANSPAC TAC MEETING NOTICE AND AGENDA

THURSDAY, APRIL 25, 2019

9:00 A.M. to 11:00 A.M.

**In the LARGE COMMUNITY ROOM at City of Pleasant Hill City Hall
100 GREGORY LANE
PLEASANT HILL**

1. Minutes of the March 28, 2019 Meeting

ACTION RECOMMENDATION: Approve Minutes

Attachment: TAC minutes from the March 28, 2019 meeting.

- 2. Plan Bay Area 2050.** 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 Contra Costa Transportation Authority (CCTA) is working with the Regional Transportation Planning Committees (RTPCs) and transit operators on developing an updated 30-year project list. The total value of projects proposed to be included will be required to be within a constrained financial value, with a "financially constrained" tier and a "vision" tier list. Projects that would increase the capacity of the transportation system (and impact air quality), expect to receive state / federal funding, or require federal action (i.e. NEPA clearance) must be included in the RTP. Certain programmatic categories will be included in the RTP (i.e. Pedestrian/Bicycle Projects), and therefore specific projects that fit within those categories are not required to be included in this process. Additional detail on the projects required to be included are detailed in the attached material. Transit Operators are requested to coordinate their recommendations with affected RTPCs. The estimated funding target for the "financially constrained" tier is \$3 billion and the "vision" tier will be \$2 billion for a total of \$5 billion for Contra Costa County (in year of expenditure dollars). The funding targets are estimates with MTC expected to release the final fund estimate in fall 2019. The TRANSPAC TAC is requested to review and provide feedback to CCTA on the Plan Bay Area 2050 project list. In order to meet MTC's deadline, the CCTA is asking the RTPCs and transit operators to review and update the RTP project lists by May 15, 2019. Additional information, including RTP project list updates, will be available at the meeting.

ACTION RECOMMENDATION: Consider recommending a list of projects for submittal for the Plan Bay Area 2050 update.

Attachment(s): CCTA Memo (March 7, 2019) Development of a 30-Year Project List for Inclusion in the Next Regional Transportation Plan (RTP); Planning for the Future Seminars
(EXHIBITS A, B AND C SENT ELECTRONICALLY ONLY)

- 3. Updating of the CCTA’s Comprehensive Transportation Project Listing for Development of the Seven-Year Capital Improvement Program for the 2019 Congestion Management Program.** Beginning in late April, the Contra Costa Transportation Authority (CCTA) will open the new Comprehensive Transportation Project Listing (CTPL) project entry website for editing by local project sponsors in Contra Costa. The primary focus of this opening of the database is for project sponsors to provide updated project information and addition of new projects for inclusion in the 2019 Congestion Management Program 7-year Capital Improvement Program (CMP-CIP). The CIP is a State-required component of the CMP, and upon adoption, is incorporated into the Regional Transportation Improvement Program by MTC. The CIP should include any projects seeking federal, state or local funding in the next seven years. Because of this, it is extremely important that project sponsors verify that their projects are included in the CTPL (from which the CIP project listing is derived), and that the information found therein is current. New projects, not necessarily seeking funding to be included in the CIP (next 7 years), are also eligible to be added to the CTPL at this time, provided that the project has a sponsor, a complete description/location, and a cost estimate. Additional information on this item will be available at the meeting, including schedule information for responding to the CCTA information request.
- 4. CCTA Growth Management Program Task Force.** Contra Costa Transportation Authority (CCTA) staff is proposing to reconvene the Growth Management Plan (GMP) Working Group to help guide the transition from the current focus on Level of Service (LOS) to the new Vehicle Miles Travelled (VMT) metric mandated by the passage of Senate Bill 743 (SB743). The GMP, through its Implementation Guide and Technical Procedures, prescribes tools and methodologies for analyzing the impacts of development and transportation improvements on the system, and these documents must be updated to address the changes under SB743, which must be implemented by July 1, 2020. The GMP Working Group will evaluate options and will report back to the CCTA Technical Coordinating Committee (TCC). Adoption of the revised GMP Implementation Documents is expected in spring 2020. The GMP Working Group was last convened to guide the development of the Action Plans for Routes of Regional Significance and the Countywide Transportation Plan (CTP) in 2013. CCTA staff is requesting at least one city/town representative from each subarea, as well as RTPC managers to participate.

Attachment(s): CCTA Memo (April 18, 2019) Reconvening the GMP Working Group

- 5. Grant Funding Opportunities.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities.

Attachment: CCTA Local Funding Opportunities Summary Update 4/8/19

6. Committee Updates:

- a. Technical Coordinating Committee (TCC): The next meeting is scheduled for May 16, 2019.
- b. Countywide Bicycle & Pedestrian Advisory Committee (CBPAC): The next meeting is scheduled for May 20, 2019.
- c. Paratransit Coordinating Council (PCC): The next meeting is scheduled for May 20, 2019.

7. Future Agenda Items:

- The CCTA Calendar for April to July 2019, may be downloaded at: https://ccta.granicus.com/MetaViewer.php?view_id=1&event_id=779&meta_id=42000

8. Member Comments

9. Next Meeting: May 30, 2019

MEETING DATE: March 28, 2019

MEMBERS PRESENT: Scott Alman, Clayton; Aileen Hernandez, BART; Ruby Horta, County Connection; Eric Hu, Pleasant Hill; Robert Sarmiento, Contra Costa County; and Andy Smith, Walnut Creek

STAFF: Matt Todd, TRANSPAC Managing Director; and Anita Tucci-Smith, TRANSPAC Clerk

GUESTS/PRESENTERS: Ray Akkawi, AMG; Stephanie Hu, Senior Civil Engineer, Contra Costa Transportation Authority (CCTA); Barbara Laurensen, Metropolitan Transportation Commission (MTC); Susan Miller, Director of Projects, CCTA; and Hisham Noeimi, Engineering Manager, CCTA

MINUTES PREPARED BY: Anita Tucci-Smith

The meeting convened at 9:00 A.M.

1. Minutes of the February 28, 2019 Meeting

The minutes of the February 28, 2019 meeting were approved by consensus.

2. Contra Costa Transportation Authority Measure J Strategic Plan Update. At its December meeting, the CCTA 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 CCTA 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. Revenue projections play a major role in shaping the Strategic Plan. To update the revenue forecast, CCTA staff retained HdL to review the assumptions and establish a new revenue forecast for the 2019 Measure J Strategic Plan. Through this analysis, it is projected that the economy will slow down in the next 18 to 24 months. In preparation, CCTA adopted a lower revenue forecast for the 2019 Measure J Strategic Plan. In order to match the anticipated reduction in Measure J revenues, CCTA has requested TRANSPAC provide a strategy 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, 1-80 San Pablo Dam Road - Phase 1, etc.), the CCTA has limited options where it can reduce funding.

The CCTA has identified a \$98 million reduction as needed and has identified this reduction by sub-region. The TRANSPAC target for the funding reduction to capital projects is \$22.2 million. The material in the agenda packet includes the CCTA suggested scenario for Measure J funding reductions to projects that would meet the target reductions. The CCTA scenario considered factors such as existing commitments, readiness, sub-regional priority, and opportunity to leverage other funds to complete the project(s) with a goal to minimize impact to ongoing Measure J projects. The TAC reviewed the CCTA proposal at the February meeting and expressed support for the strategy. The proposed plan provides for the requested reduction while maintaining the schedules for project development over the next three-year period (the next update of the Measure J Strategic Plan), including maintaining a funding level on the I-680 Corridor and interchange projects for the preliminary engineering phase work to continue. The proposed plan does not impact the delivery of the locally sponsored major streets projects (Line 24 funds) and maintains the TRANSPAC subregional program funding (i.e. transportation for livable communities (TLC), senior and disabled program, transit, and commute alternatives programs). Input on this item is requested to the CCTA by April 26, 2019.

Mr. Todd advised that the TRANSPAC TAC had made a recommendation last month to follow the CCTA recommended strategy, and he sought a formal action at this time.

Andy Smith commented that one of the issues at the last meeting was that the City of Concord had not been represented at that time and outreach had been recommended to verify that Concord supported the TAC's suggestion to follow the CCTA's recommended strategy.

Hisham Noeimi advised that the City of Concord supported the TRANSPAC TAC's recommendation. He also noted, when asked, that there had been some discussion for a new tax measure.

By consensus, the TAC approved the CCTA proposed Measure J program adjustments required for the 2019 Measure J Strategic Plan update.

The agenda was taken out of order at this time.

- 4. I-680 Contra Costa Express Lane Performance Report.** MTC staff will provide information about the I-680 Express Lane facility that was opened in October 2017. The northbound express lane is from Alcosta Boulevard in San Ramon to Livorna Road just south of Walnut Creek. The southbound express lane is between Rudgear Road in Walnut Creek and Alcosta Boulevard in San Ramon. The I-680 Contra Costa Express Lane requires a FasTrak Flex® toll tag to travel toll-free in the lane. Carpools, eligible toll exempt vehicles, vanpools, transit vehicles and motorcycles can use express lanes toll-free.

Solo drivers can choose to pay a toll to use the lanes. Tolls increase as traffic increases and decrease as traffic decreases. The I-680 Express Lanes are available Monday through Friday from 5:00 A.M. to 8:00 P.M. At other times, these lanes are open to regular traffic. A JPA (MTC, BATA, and CCTA) operates the lanes and makes policy and operational decisions, such as toll rates and use of revenue. MTC staff made a presentation to TRANSPAC in February 2018 on the operations.

Barbara Laurenson, Metropolitan Transportation Commission (MTC), reported that the I-680 Contra Costa Express Lanes, which opened in October 2017, operated from 5:00 A.M. to 8:00 P.M., Monday through Friday. Using a FasTrak Flex[®] toll tag, carpools of two or more, clean-air vehicles, and motorcycles could utilize the lanes toll-free. Through December 2018, there had been over 10 million trips in the Express Lanes. The lanes were dynamically priced.

Ms. Laurenson reported that the MTC Operation Center monitored the lanes, and there were a number of ways that customers could ask questions or express concerns through the website, by phone, through the various partnering entities, or through the media. She explained that in the past, they had received customer comments related to cars weaving in and out of lanes or tags that were not being read. She noted that MTC always looked at the toll equipment when receiving those kinds of comments. The highest number of trips at 838,000 was recorded in May 2018, with an average of 700,000 trips a month or 34,000 trips a day. December 2018 had fewer trips than December 2017, and there had been some decline in the general purpose lanes year over year. More than half of the trips were single-occupancy, 39 percent were people in the HOV setting, and 36 percent did not have a tag or an account and were violators. The HOV percentage had been increasing in that when the lanes first opened there were 34 percent and now there were 43 percent in the HOV setting. Whether that meant more carpoolers or more violators was unknown.

Ms. Laurenson identified an approximate 10 MPH differential overall although it ranged from 13 MPH difference on average throughout the corridor. She noted that the express lanes may have felt congested (and were not moving well) but they still moved better than the general purpose lanes.

With respect to what people were actually paying in the express lanes, 45 percent paid less than \$1.00 over the course of the quarter and only 6 percent paid the highest posted toll of \$8.50. Overall, the daily average toll paid was \$1.50. It was \$5.60 in the AM peak southbound direction and \$6.20 in the PM peak northbound direction. In the first year of operations (FY 18), there had been \$9.1 million in revenue with \$7.9 million in expenses with a net revenue at \$1.2 million.

In response to Andy Smith that the expenses appeared to be very high, Ms. Laurenson described the expenses, one of which was for the CHP to monitor the lanes, the cost of the fiber optic system, and repair of damage to equipment, among other expenses including the annual cost of the FasTrak[®] system.

Ms. Laurenson reported that the CHP had issued 545 HOV citations, 508 verbal warnings, and 600 other citations in the corridor; over 1,700 citations for the three-month quarter.

Asked whether any analysis based on enforcement had been done about HOV violaters, Ms. Laurenson reported that counts had been done fairly recently and a before and after study would come out soon for I-80, but the I-80 data had shown about 50 percent were not consistent with the HOV rules. She explained that the counts had been very difficult and there had been a concern for the accuracy of the data. There was an overall 6 percent violation rate for those with no tag or FasTrak® account, and within that group about 7 percent of the violations and toll had been dismissed with a first-time pass; 28 percent actually ended up being posted to an account or an account would be opened and the violation would be dismissed, 33 percent paid a violation, and 30 percent of the violations were unpaid. The toll violation fee was \$25 for the first notice. She clarified that the HOV violations did not go to MTC.

Ms. Laurenson explained that the total express lane network in the Bay Area would ultimately encompass 600 miles. There were currently 70 miles of open lanes, operators were MTC, the Alameda CTC, and the Valley Transportation Authority. The next express lanes would be the 237 Extension to open in June 2019, and I-880 to open in spring 2020. Ground had been broken for the 101 in March to do the SR 237 to the San Mateo border in a conversion, and that section would open in 2021, after which additional capacity from the San Mateo border up would be built.

Ms. Laurenson added that when the 237 lane extension opened, all 237 lanes would start charging a 50 percent toll for clean-air vehicles on all express lanes, and the same would occur on I-880 where two-person carpools would be charged a 50 percent toll, which would affect the most impacted corridors. Both 237 and 101 would have a three-person occupancy requirement to be free. I-680 Contra Costa would change to a 50 percent toll in May 2020 for clean air sticker vehicles, although both I-680 and I-580 would remain a two-person occupancy. The three-person occupancy requirement would be for the highways ringing the Bay.

In response to comments, Ms. Laurenson explained that was being done to respond to the criticism from carpoolers that the lanes didn't move fast enough. With those restrictions, two person carpoolers (in an HOV3 facility) would get a benefit along with paying 50 percent of the toll. She added that there would be tools, information, and incentives to encourage three-person carpools in the first few months. She also noted MTC had communicated with the cities in the corridor over time and were getting ready to start another face-to-face conversation with those cities and do more advertising about the lanes.

Ray Akkawi questioned the number of citations identified and the algorithm used as did other daily users of I-680 at the meeting who also questioned the data for the speed differential inside the toll lanes and the general purpose lanes.

Mr. Noeimi asked about the observed accidents and Ms. Laurenson stated that MTC had been monitoring accident data on a weekly basis.

The first months the lane had opened there had been more accidents, which appeared to be weather related along with the overall traffic in the corridors as well as driver confusion related to the express lanes.

Ms. Laurenson added with respect to accidents that there did not seem to be any major design flaw that needed to be addressed.

Susan Miller stated with respect to construction that outreach would be started for the major civil work down South Main Street in Walnut Creek and flyers were going out to the Parkmead neighborhood, which would encourage the use of the website. One of the first things that would happen would be the removal of the sound wall for about a year. There would be a meeting with Walnut Creek on April 10 when the sequence of operations would be identified.

Eric Hu noted that MTC did not track Danville NextDoor and people might not know who to contact to express concerns. He commented that the biggest question was why the toll was operating mid-day, and he asked about the outreach for the discount tolls for clean-air vehicles. He suggested, for instance, that car dealerships should be contacted given the understanding that clean-air vehicles could now freely use express lanes.

3. Plan Bay Area 2050. 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 Contra Costa Transportation Authority (CCTA) is working with the Regional Transportation Planning Committees (RTPCs) and transit operators on developing an updated 30-year project list. The total value of projects proposed to be included will be required to within a constrained financial value, with a "financially constrained" tier and a "vision" tier list. Projects that would increase the capacity of the transportation system (and impact air quality), expected to receive state / federal funding, or require federal action (i.e. NEPA clearance) must be included in the RTP. Certain programmatic categories will be included in the RTP (i.e. Pedestrian/Bicycle Projects), and therefore specific projects that fit within those categories are not required to be included in this process. Additional detail on the projects required to be included are detailed in the material attached to the agenda packet. Transit Operators are requested to coordinate their recommendations with affected RTPCs. The estimated funding target for the "financially constrained" tier is \$3 billion and the "vision" tier will be \$2 billion for a total of \$5 billion for Contra Costa County (in year of expenditure dollars). The funding targets are estimates with MTC expected to release the final fund estimate in fall 2019. The TRANSPAC TAC is requested to review and provide feedback to CCTA on the Plan Bay Area 2050 project list and agree on a schedule to provide input to the CCTA. In order to meet MTC's deadline, the CCTA is asking the RTPCs and transit operators to review and update the RTP project lists by May 15, 2019.

Hisham Noeimi advised that the Regional Transportation Plan (RTP) was updated every four years and the list had to be constrained to a specific amount of funding expected to be available during the RTP period. The proposed RTP would cover 2021 through 2050, a 30-year period, with six more years in this RTP than the prior RTP. He clarified that the RTP did not guarantee funding but allowed a project to compete for funding in the future. He also clarified that MTC had created programmatic categories that covered projects smaller in nature such as bike improvements.

Mr. Noeimi recommended that the TAC review the lists and determine whether there was anything that needed to be revised by adding or removing, and meet again at the next TAC meeting on April 25, 2019 to talk about the amended lists. He clarified the overall process where MTC's lists of projects were much larger than the target funding, which meant that MTC may propose amendments to project lists at a later date. The CCTA estimate for the RTP target accounts included requesting projects for two lists; a constrained list and a backup vision list to have projects to include if the MTC estimate is higher than expected or extra capacity is available.

Mr. Noeimi commented that there might be projects that did not score well and there might have to be additional work done to get a project approved. The goal was to get a clear understanding of Contra Costa County priorities, and while not all projects could be included in the RTP, there could be efforts to make the case that specific projects be added, depending on how much funding was committed, and how much would be needed in the overall category. He stressed that there would not be sufficient funds to do everything in the RTP and the focus would be on projects that needed to get done in the next 20 years and/or that required funding and federal action. He also explained that project readiness would also be a factor with a focus on whether the funding identified would be sufficient to move forward.

Mr. Noeimi distributed two project lists: the Contra Costa Project List for 2017 RTP and the Plan Bay Area 2050 – Contra Costa Financially Constrained Project List.

Stephanie Hu, CCTA, explained that there was a sheet to use as examples in an attempt to avoid having different projects submitted under the categories. She referred to the MTC letter in the agenda packet that identified the types of projects involved.

Mr. Noeimi went through the list and explained that the Contra Costa Project List for 2017 RTP had been included to show what had been done since the last RTP. He reported that the TRANSPAC region had a \$753 million target, and projects that did not fit would have to be added to the vision list. He urged the TAC to take a look at the projects on the constrained list and on the vision list. There was no target for the vision list. He clarified that decisions did not have to be made today in that TAC members should review the list for the next couple of weeks, analyze the comments, and discuss what had been recommended.

Mr. Noeimi commented that there was no guarantee there would be more funds for this longer RTP than the prior RTP. He also noted that MTC was checking parking lot expansion and it was as yet unknown whether park and ride lots needed to be considered separately. He referred to Innovate 680, for instance, which would have a component for expansion of park and ride lots. The CCTA had also asked about shuttle buses from BART to specific locations and transit operators were being asked to work with them to address those types of issues.

Mr. Noeimi sought input from the TAC, with an April 12 deadline to submit to the CCTA changes and to comment on the list, with a copy to Mr. Todd. He added that CCTA would send an email with an Excel file prior to the next TAC meeting on April 25 when there would be further discussion of a revised list. He would present the status of the process to the TRANSPAC Board in May 2019.

- 5. Grant Funding Opportunities.** This agenda item is intended to provide an opportunity to review and discuss grant opportunities

Mr. Noeimi advised that the Competitive Local Partnership Program (SB1) was something to watch, with one-to-one matching funds. In addition the State Transportation Improvement Program (STIP) would issue a Call for Projects in the April/May timeframe, although the money would not be available before 2024/2025.

- 6. Committee Updates**

There were no Committee updates.

- 7. Future Agenda Items**

There were no future agenda items.

- 8. Member Comments**

Aileen Hernandez reported that Ian Griffiths would be leaving BART the first week in April and his replacement, who had worked with Contra Costa County, had recently been hired. She added that Camilla Parks would be the Planner for Central and East Counties, and Rachel Factor was working on West County.

- 9. Adjournment**

The meeting adjourned at 10:31 A.M. to the next meeting on April 25, 2019.



CONTRA COSTA
**transportation
 authority**

COMMISSIONERS

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Julie Pierce,
 Vice Chair

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Tom Butt

Teresa Gerringer

Federal Glover

Loella Haskew

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.

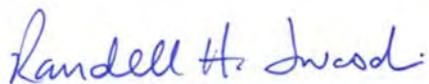
Transit Operators are requested to coordinate their recommendations with affected RTPCs.

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	
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 Livorna and SR-242.	\$54.0	\$0.0	0	\$54.0	2019					0	0.0					Combined with 17-02-0012
C	CCTA	17-02-0022	I-680 Southbound HOV Lane between N. Main and Livorna	Construct HOV lane on I-680 southbound between North Main Street and Livorna	\$83.0	\$83.0	RM2: 14.1, Measure J: 36.9, STIP: \$15.6, BAIFA: 15.1	\$0.0	2018					0	0.0					Under Construction
C	CCTA	17-02-0019	I-680/SR4 Interchange Improvements - Phases 1, 2, 3	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 in Martinez and SR-242 in Concord	\$292.0	\$57.9	STIP: \$36.8, Measure C: \$17.3, Measure J: \$3.8	\$234.1	2021	224.2	2021	2023	2022	245.0	210	RM3: 210M		35.0		Removed Ph 3 (under construction)
C	CCTA	17-02-0020	SR-4 Operational Improvements - Initial Phases	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		151.8		
C	CCTA	17-02-0016	Construct SR 242/Clayton Road on and off-ramps	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		88.6		\$62.2 (2016\$) PR
C	CCTA/ Walnut Creek	17-02-0012	I-680 Northbound HOV/Express Lane completion (Livorna to Benicia-Martinez Bridge)	I-680 Northbound HOV/Express Lane completion (Livorna to Benicia-Martinez Bridge)	\$99.0	\$0.0	0	\$99.0	2025	350	2024	2026	2025	417.9	97.3	STP: 14 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 Route 4 from 2 lanes to 4 lanes and implement Complete Streets improvements	\$20.0	\$0.0	0	\$20.0	2020				0	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			0.0		
E	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 in Concord to a point 1000 feet beyond the crest of the Kirker Pass Rd.	\$19.0	\$10.8		\$8.2	2019				0	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			0.0		
E	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 J: \$4	\$3.0	2017				0	0.0			0.0		Under Construction
Central County					\$819.2	\$165.3		\$653.9									\$596.0	\$ 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			0.0		
E	BART	17-02-0046	Civic Center Railroad Platform Park & Ride Complex		\$8.0	\$0.0		\$8.0					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 Day Point BART station with Phase 1 terminus at Hillcrest Avenue in Antioch.	\$525.0	\$0.0		\$525.0	2017				0	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			0.0		
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			0.0		
E	Brentwood	17-02-0050	Brentwood Intermodal Transit Center		\$12.0	\$0.0		\$12.0					0	0.0			0.0		

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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 IC 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 J- \$38, ECCRFFA- \$17, CCWD, \$2, Measure I/ECCRFFA- \$12	\$0.0	2017					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		
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		Completed
E	CCTA	17-02-0041	Privately Run Ferry Service including 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		
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		
East County					\$824.0	\$120.9		\$703.1										\$ 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 auxilliary lanes south of I-680/24 interchange	\$20.0	\$0.0	0	\$20.0	2020					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, Windemere to County Line	Widen Camino Tassajara Road from 2 lanes to 4 lanes, including shoulders and bicycle lanes in both directions from Windemere Parkway to the Alameda/Contra Costa Countyline.	\$17.0	\$8.5	Developer Fees: 8.5	\$8.5	2020					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		
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		
Southwest County					\$125.0	\$9.5		\$115.5										\$ 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 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 reduce 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
TRANSPAC	CCTA/TRANSPAC	I-680/SR-4 Interchange Improvements: Phase 4	Construct southbound I-680 to eastbound State Route 4 connector	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	Construct westbound SR-4 to northbound I-680 connector	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	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.	103.5	156.5	2036	156.5		121	2035	2037	2036	200.0	0	None	200.0	
TRANSPAC	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			0.0	
Subtotal Central County				\$ 451.7	\$ 566.7		\$ 566.7										

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
TRANSPLAN	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	
TRANSPLAN	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	
TRANSPLAN	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	
TRANSPLAN	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	
TRANSPLAN	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	
TRANSPLAN	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	
TRANSPLAN	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	
TRANSPLAN	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	
TRANSPLAN	Antioch	Antioch Ferry Service	Purchase Ferry Vessels (3) for Ferry Service from Antioch	42.8	51	2025	51.0					0	0.0			0.0	
TRANSPLAN	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	
TRANSPLAN	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					0	0.0			0.0	
SWAT	CCTA/SWAT	Construct Additional Auxiliary 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					0	0.0			0.0	

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.

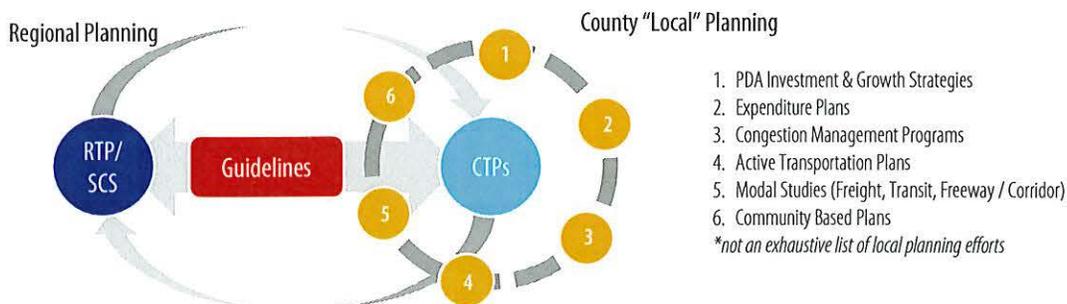


Figure 2. Regional and County Planning Inter-dependency

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 pro-active 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:

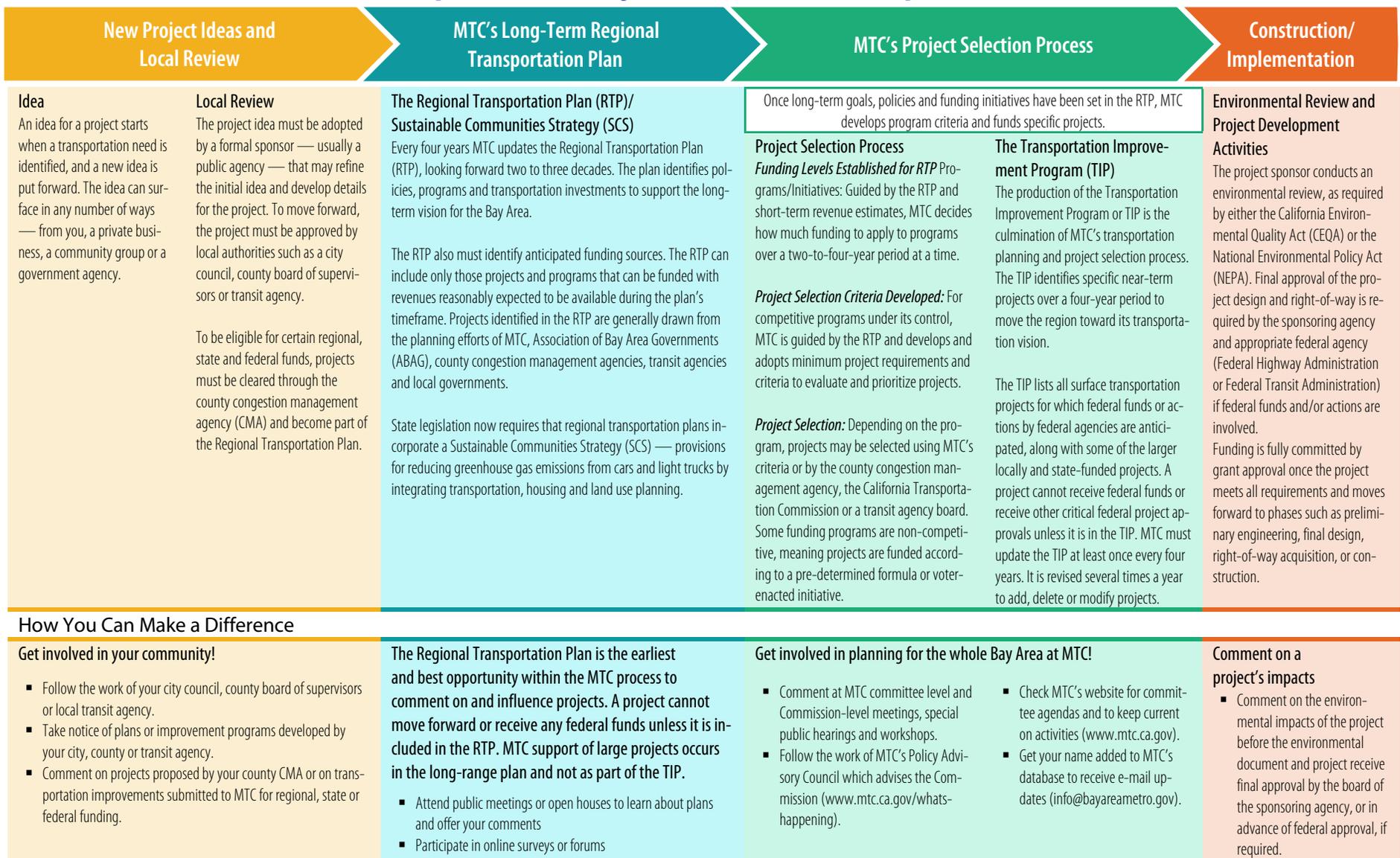
² https://www.planbayarea.org/sites/default/files/pdfs_referenced/2018_ppp_appendix_a_final_june2018.pdf

- 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

Technical Coordinating Committee **STAFF REPORT**

Meeting Date: April 18, 2019

Subject	Reconvening the Growth Management Program (GMP) Working Group
Summary of Issues	Staff is proposing to reconvene the Authority’s GMP Working Group in order to help guide the transition from the current focus on Level of Service (LOS) to the new Vehicle Miles Travelled (VMT) metric mandated by the passage of Senate Bill 743 (SB743). The GMP, through its Implementation Guide and Technical Procedures, prescribes tools and methodologies for analyzing the impacts of development and transportation improvements on the system, and these documents must be updated to address the changes under SB743, which must be implemented by July 1, 2020. The GMP Working Group was last convened to guide the development of the Action Plans for Routes of Regional Significance and the Countywide Transportation Plan (CTP) in 2013.
Recommendations	Staff is looking for volunteers to serve on the GMP Working Group during the transition to SB743.
Financial Implications	N/A
Options	Deliberate SB743 implementation through the Technical Coordinating Committee (TCC).
Attachments	A. Outcomes from the 2018-19 Planning Directors Seminars
Changes from Committee	

Background

Beginning in April 2018, the Authority’s planning section initiated a series of seminars with the Planning Directors and Transportation Managers of Contra Costa to re-frame its vision for the future. One of the primary goals of the seminars was to develop a work plan for implementing the changes to transportation analysis in the California Environmental Quality Act of 1970 (CEQA) under the GMP framework. This may include re-tooling the Authority’s performance

measures to harmonize with new requirements for assessing VMT rather than using LOS and delay-based methods to measure traffic congestion, as well as making modifications to the GMP and Action Plan process, including the local and regional mitigation programs and how those would function under the new paradigm.

Specific suggestions from the Planning Directors include the following tasks:

Transition to VMT

- Drafting model changes to local CEQA guidance;
- Determining acceptable VMT thresholds of significance;
- Advising on General Plan amendments, if requested; and
- Creating an educational campaign to inform elected officials and policymakers about the opportunities and challenges of using VMT as a metric.

GMP Process Improvements

- Convene a focus group to make clear recommendations on how to improve the GMP compliance reporting process;
- Make compliance reporting more streamlined by expanding automated reporting, improving online materials, and standardizing reporting requirements;
- Offer periodic GMP Compliance training sessions for local and consultant staff to address frequent turnover of personnel;
- Improve online access of GMP materials; and
- Enable automated GMP reporting between local jurisdictions so one jurisdiction can notify all of its affected neighbors on proposed new development projects.

The full list of outcomes is shown in Attachment A.

Level of Effort and Composition

Staff is requesting volunteers to serve on the GMP Working Group through the July 1, 2020 implementation of SB743 changes to CEQA. Staff expects to convene the group 4-5 times during the next 16 months in order to guide the SB743 implementation and update the GMP implementation documents and related processes. Ideally, the GMP Working Group should be

comprised of at least one city representative from each subregion (West, Central, East, Lamorinda and Southwest) and at least one representative from the County. Regional Transportation Planning Committee (RTPC) Managers are also encouraged to join.

Next Steps

Once convened, the GMP Working Group will begin evaluation options and will report back to TCC on progress of the effort. Adoption of the revised GMP Implementation Documents is expected in Spring 2020.

Recommendations from the Planning for the Future Seminar Series

This document summarizes the small group recommendations from the four 2018 CCTA Seminars. The purpose of the seminar series is to:

- Discuss how emerging transportation technologies like autonomous/connected vehicles and the passage of SB743 could impact transportation planning in Contra Costa County;
- Brainstorm potential responses to these emerging issues.

Each seminar focused on a different theme as described below.

SEMINAR 1- THE FUTURE IN TRANSPORTATION (April 12, 2018)

Seminar 1, The Future in Transportation, answered “**How will emerging transportation technologies affect future planning in Contra Costa County?**” The keynote speaker, Professor Daniel Sperling from UC Davis Institute of Transportation Studies, summarized key points from his recent book “The Three Revolutions,” which highlights the importance of connected/autonomous vehicles, shared rides, and electric vehicles for the future transportation system. Participants then discussed how the anticipated changes could affect Contra Costa County and made the following recommendations:

- **Parking.**
 - Jurisdictions may want to consider lowering parking requirements in the future, and offset this with enhanced transit service.
- **Transit.**
 - Transit agencies may need to shift to mobility management providers.
- **Shared Bikes, Vehicles, and Scooters.**
 - Jurisdictions will need to address how to regulate sidewalk rights-of-way, particularly for electric scooters and bikes.
- **Curbside Management.**
 - Jurisdictions will need to manage curbside use for CV/AV drop-off/pick-up, deliveries, and Transportation Network Companies (TNCs).
 - Curbside access priority should be given to pooled vehicles and Americans with Disabilities Act (ADA) access.
 - Jurisdictions should consider curbside access fees.
- **Land Use.**
 - Should CV/AVs decrease parking demand, housing and park uses should be priority in areas where parking lots and garages are removed.
- **Local Revenues.**
 - Jurisdictions need to be proactive in establishing pricing regimes to pay for the infrastructure and maintenance of the future transportation system.

- **Equity.**
 - Jurisdictions need to create a system that serves all users equally including creating payment systems that serve those who are unbanked.
- **Principles and Goals.**
 - Jurisdictions should focus on reducing single occupancy vehicle use particularly because it takes away from community participation.

SEMINAR 2- PLANNING FOR THE FUTURE (June 7, 2018)

Seminar 2, Planning for the Future, asked “**What new regulatory requirements are emerging?**” and “**How should local and regional planning respond to new regulations and new transportation technologies?**” Keynote speaker, Chris Ganson a Senior Planner with the Governor’s Office of Planning and Research, presented on how land use and transportation planning could change once jurisdictions shift from measuring traffic impacts based on Level of Service (LOS) to Vehicle Miles Traveled (VMT). The Seminar highlighted how VMT can improve livability, reduce overall congestion, reduce pavement maintenance costs, and improve public health. Seminar 2 participants made the following recommendations:

- **Emerging Transportation Technologies**
 - Undertake additional studies to understand the issues associated with emerging transportation technologies.
 - Initiate a pilot study, similar in nature to the UC Berkeley self-driving car simulation study, to understand more fully how CV/AVs will affect VMT.
 - Consider subsidizing new transportation technologies such as LimeBike programs.
- **Transportation Metrics**
 - Consider establishing a VMT mitigation bank for Contra Costa County or the Bay Area region.
 - Assess the costs and benefits of maintaining an LOS standard when using VMT for CEQA review.
 - Study the possibility of implementing a statewide Transportation Demand Management program.
 - CCTA should assist jurisdictions with establishing VMT thresholds.
 - CCTA should assist jurisdictions with aligning General Plans with VMT.
 - Update CCTA standards to remove LOS.
 - Establish Pedestrian Priority Areas and Infill Opportunity Zones to allow for funding prioritization.
- **Housing**
 - Consider establishing an Enhanced Infrastructure Financing Districts (EIFD) to support housing construction.
 - Consider pooling RHNA allocations countywide.
- **Urban Limit Line**
 - Educate the public on the benefits of the Urban Limit Line.
- **Infill and Priority Development Areas (PDA)**
 - Incentivize infill through project funding.
 - Advocate for Priority Production Areas.

- Create a policy to link PDAs and Priority Conservation Areas (PCAs) as a way to help fund PCAs.
- Explore ways to encourage job creation in Contra Costa County.
- Consider establishing a minimum density for infill and PDAs.
- Create talking points about the benefits of PDAs.
- Explore ways to fund infrastructure maintenance.
- Prioritize grant funding for the maintenance and enhancement of bicycle/pedestrian infrastructure within a PDA.
- **Transit and Transit Access**
 - Shift funding for freeways to transit.
 - Shift focus from future technologies to existing bus operations (more buses at a higher frequency).
 - Develop marketing plans to address the decline of transit ridership.
 - Centralize the data of all the transit agencies.
 - Add bicycle and transit planners to CCTA staff.
- **Mega Transportation Projects**
 - Advocate for megaprojects that will benefit Contra Costa County.
 - Support BART core improvements.
- **Pedestrian and Bicycle Backbone Infrastructure**
 - Focus on local walking and biking trips.
 - Assist with creating exemplary bike and pedestrian projects (such as Lincoln Avenue).
 - Fund backbone pedestrian and bicycle infrastructure with VMT mitigation pricing.
 - Reduce the amount of pavement.

SEMINAR 3- SETTING OUR GOALS (September 13, 2018)

Seminar 3, Setting Our Goals, asked “**Given the emerging transportation technologies and regulatory issues discussed at the first two meetings, what metrics should we use to assess new transportation projects, evaluate land use decisions, and cultivate equity?**” Keynote speaker James Corless, CEO of the Sacramento Area Council of Governments, presented on how to set performance measures to get desired outcomes. In response to this question, and to the keynote presentation, the Seminar discussion focused on what metrics should be changed or updated to address a changing transportation system. Recommendations from Seminar 3 include:

- **LOS and VMT**
 - CCTA and local jurisdictions need to account for the impact of congestion on transit reliability.
 - CCTA should establish a baseline for VMT for local jurisdictions to utilize.
 - CCTA should take the lead in educating elected officials and policy makers about the benefits of VMT as a metric.
 - CCTA should lend support to local jurisdictions while they prepare for the transition from LOS to VMT.

- **Climate Change**
 - Create performance measures for electric vehicle charging infrastructure.
 - Establish performance measures to monitor resiliency.
 - Monitor access to parks and schools (both should be within a 10 minute walk).
- **Density/Housing/Open Space Preservation**
 - Include performance measures for land use efficiency in terms of travel distance.
 - Create a jobs/housing land use efficiency metric.
 - Consider a housing proximity to open space metric.
- **Transit**
 - Performance measures need to consider transit access by students, seniors, and people with disabilities.
 - Monitor access to transit including first/last mile access.
- **Safety**
 - Consider a Fatality/Serious Injury (FSI) metric. Forecast FSI if possible.
 - Research whether it is possible to predict travel hazards at particular locations.
 - Embrace Vision Zero.
 - Consider a drunk driving prevention program.
 - Bicycle and pedestrian safety metrics should focus on how safe the bicyclist or pedestrian feels on a particular roadway or path.
- **Economic Development/Return on Investment**
 - Consider a VMT offset to lure jobs.

SEMINAR 4- GROWTH MANAGEMENT (December 13, 2018)

Seminar 4, Growth Management, asked “**How should CCTA’s Growth Management Program and Congestion Management Plan respond to new transportation technologies and regulatory issues?**” Keynote speaker Robert Liberty, Director of the Institute for Sustainable Solutions at Portland State University, talked about best practices in growth management and strategies to increase accessibility. The small group discussion focused on the use of growth management strategies, and how they can help focus transportation resources to improve efficiency and accessibility. Seminar 4 participants provided the following recommendations:

- **Process Improvements**
 - Consider simplifying the process by which jurisdictions adopt and implement MTSOs and Action Plans so they are more straightforward and quicker to implement.
 - CCTA should make the compliance checklist more uniform and have clear deliverables so that jurisdictions always know what is expected of them.
 - CCTA should create standard requirements for the GMP compliance checklist to allow jurisdictions to easily share information with other jurisdictions.
 - CCTA should consider GMP compliance training sessions for City and consultant staff, especially since staff turnover happens so frequently.

- CCTA should make online materials clear and easy to navigate.
 - CCTA should expand automated reporting between each jurisdiction so they can notify others when they are going through their GMP processes (i.e. choosing MTSOs, adopting Action Plans, etc.) instead of just sending completion notices.
 - Establish flexible MTSOs so that they can accommodate any type of future transportation system.
 - Consider getting rid of Action Plans to avoid the need for future EIRs.
 - Update MTSOs to be more multimodal.
- **Rethinking Transportation Investments**
 - CCTA should come up with GMP objectives that mirror regional goals and design metrics to help the local jurisdictions achieve them.
 - CCTA should require jurisdictions to do a cost/benefit analysis for every transportation project to prove the project is worthwhile.
 - **Cooperative Planning**
 - MTSOs should have a better way to link delay indexes to smaller development projects so they are not overshadowed by larger projects.
 - **Growth Management**
 - CCTA should create a fee appeal process.
 - CCTA should not make any changes to the ULL requirements.

SEMINAR 5- DIRECTIONS FOR THE FUTURE (February 14, 2019)

Seminar 5, Directions for the Future, asked, **“How should CCTA’s long-range planning documents address new transportation technologies and the new regulatory environment?”** Keynote Speaker Ellen Greenberg, Deputy Director for Sustainability at Caltrans examined how past planning approaches, technological advances, and other related events have informed current conditions and how we can learn from our past to move forward. Participants then reviewed input from the previous four seminars and the three themes that evolved from the seminars:

- Innovation (ex. CVs/AVs, electrification, alternative fuels and fleet mix, pooling and sharing, MaaS, delivery and goods movement, use of big data, smart cities, and transportation system resiliency).
- SB743 and VMT.
- Broadening of MTSOs (ex. address modes other than SOVs, new transportation technologies, environmental sustainability, climate change, equity, health and economic vitality).

Participants focused their recommendations on how to broaden MTSOs and also on a new theme that emerged in the large group discussion - “How to Implement Change “ - as follows:

- **Broadening MTSOs**
 - MTSOs should focus on programs instead of projects because they could more accurately incentivize people to make change. Focus on programs that will get people to do something different, such as giving money to people for carpooling.
 - Consider creating an MTSO to promote recycling.
 - Berkeley has a program where they incentivize local liquor stores to carry basic food staples such as milk and bread, which can reduce car trips for such items, and increase neighborhood walkability.
 - Establish an MTSO that works to improve placemaking.
 - Many neighborhood zoning districts in Contra Costa County do not allow for any neighborhood commercial. Consider adopting an MTSO that incentivizes zoning code changes to accommodate small neighborhood commercial.
 - Establish a goal or metric to increase the WalkScores/BikeScores within PDAs.
 - Consider using WalkScore/BikeScore in a different way, by assigning a letter grade to the entire transportation system- perhaps this can be called “mode-score.”
 - Consider creating an MTSO that addresses placemaking and creating attractive places that are also very walkable.
 - Consider requiring different Bay Area transit operators to link their services so that the Bay Area transit system becomes more unified.
 - Many people perceive transit to be an unsafe option to travel. Focus on ways to debunk this misconception to get more people to try it.
 - Examine how Proposition 13 (i.e. reduced property tax revenue) acts as a barrier to change.
 - Consider looking at average VMT per sub-region, and creating VMT-based MTSOs that aim to decrease VMT by sub-region.
 - Instead of making MTSOs corridor or roadway-specific, focus on issues that can be measured such as greenhouse gas emission reduction.
 - Consider changing the focus of MTSOs from regional routes of significance to system-wide performance.
 - Consider changing the timeframe of MTSOs so they are more attainable.
 - Since MTSOs are just goals, ensure that jurisdictions are also creating plans that include the needed infrastructure to support those goals.
 - Think about removing MTSOs and SB743 from the GMP and only retaining the Urban Limit Line, TDM, and mitigation measures. Include new goals to construct as much housing as possible to meet regional needs. Then, as housing is being proposed, use technological innovations as mitigation measures that will ensure success.
 - Adopt MTSOs that fine developers who break rules or make transportation systems worse, and use the money to improve the system instead of relying on developers to do mitigation on behalf of the jurisdiction.
 - Be transparent in conveying how fees and taxes fund transportation projects
- **How to Implement Change**
 - Educate the public, create policy changes that they can get behind, and build up a network of advocates who will fight for this change.
 - County Board of Supervisors and City Councilmembers get inspired by hearing that other communities are making changes. Consider a regular update on the actions from other jurisdictions so they get inspired to adopt changes that others are already making.

- Money talks, start focusing on strategies that offer financial incentives to people, such as giving money to carpool and slowly getting people to change their perceptions and behavior through these initiatives.

CCTA Local Agency Funding Opportunities Summary - Updated 4/8/2019

Upcoming Funding Opportunities

Funding Program	Fund Source	Application Deadlines	Program and Contact Info
Complete Streets Safety Assessments (CSSA)	S/F	Contact: safetrec@berkeley.edu	SafeTREC is offering free CSSA to California local agencies with a population of over 25,000. CSSAs are comprehensive transportation safety assessments that focus on pedestrian and bicycle safety. They help local agencies identify and implement traffic safety solutions that lead to improved safety for all users of California's roadways. Applications are now being accepted from California local agencies for the current grant cycle. The CSSA program is funded by the California Office of Traffic Safety, through the National Highway Traffic Safety Administration. https://safetrec.berkeley.edu/programs/complete-streets-safety-assessments-cssa Contact: safetrec@berkeley.edu
2019 Environmental Enhancement and Mitigation (EEM) Program	F	Project Proposals Due by 6/17/19. Top competitive proposals will move on to the next round in late Summer/early Fall 2019.	This program by the California Natural Resources Agency will award approximately \$6.7 million for EEM projects. Every EEM project must mitigate, either directly or indirectly, the environmental impacts of the modification of an existing Transportation Facility or the environmental impacts of the construction of a new Transportation Facility. Applicants submitting the most competitive proposals will be invited to participate in the next level of the competitive process, anticipated late Summer, early Fall 2019.
2020 State Transportation Improvement Program (STIP)	S/F	July 2019	The draft fund estimate for the 2020 STIP will be presented at the California Transportation Commission (CTC) in June 2019, with final adoption in August 2019. CCTA's Technical Coordinating Committee (TCC) will be reviewing and approving the scoring criteria in April 2019.
Senate Bill 2 (SB2) Planning Grant Program	S	November 30, 2019	The program, established by recording fees on real estate documents through SB2, will provide \$123 million for technical assistance to all local governments to help cities and counties prepare, adopt, and implement plans and process improvements that streamline housing approvals and accelerate housing production. The program will provide grants through a noncompetitive, over-the-counter process to eligible local governments (cities and counties). Eligible activities include updates to the general plan, community plan, specific plans and local planning related to implementation of sustainable communities strategies, or local coastal plans; updates to zoning ordinances; environmental analyses that eliminate the need for project-specific review; and local process improvements that expedite local planning and permitting.

*Fund Source (F=Federal, S=State, R=Regional, L=Local, O=Other)

Funding Opportunities Summary April 2019