

# TRANSPLAN Technical Advisory Committee

30 Muir Road, Martinez, CA 94553

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County  
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority (CCTA) • Caltrans District 4 • BART  
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority (ECCRFFA)

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**Meeting Location:**  
**Antioch City Hall, 3rd Floor Conference Room**  
**Tuesday, April 21, 2015, 1:30 to 3:30 p.m.**

## AGENDA

*NOTE: The Technical Advisory Committee (TAC) agenda/packet is only distributed digitally, **no paper copies will be sent**. If you need a printed copy please contact TRANSPLAN staff.*

### **Action/Discussion Items (see attachments where noted [♦])**

- 1:30 Item 1: Presentation on ATP Cycle 2 Funds:** *The Active Transportation Program (“ATP”) Cycle 2 Call for Projects was released on March 26. Given the complexity of the application process, CCTA is offering technical assistance for a maximum of two applications per RTPC. The goal of the technical assistance is to boost the number of projects that receive funding in Contra Costa County. TAC members are asked to determine the top two projects to receive assistance.* ♦ Page 2
- 2:30 Item 2: 511 Contra Costa Street Smarts ATP grant application.** *511 Contra Costa is seeking TRANSPLAN’s support as a sponsoring agency for the 511 CC Street Smarts ATP grant application.* ♦ Page 9
- 3:00 Item 3: Initiation of the 2017 Regional Transportation Plan (RTP) Call for Projects.** *The Metropolitan Transportation Commission (MTC) is expected to release a Call for Projects for the 2017 RTP on May 1, 2015. CCTA staff will begin working with the Regional Transportation Planning Committees (RTPCs) and Transit Operators on developing a 25-year financially-constrained project list for submittal to MTC in July 2015.* ♦ Page 11
- 3:30 Item 4: Adjourn to Tuesday, May 19, 2015 at 1:30 p.m.**  
*The Technical Advisory Committee meets on the third Tuesday afternoon of each month, starting at 1:30 p.m. in the third floor conference room of the Antioch City Hall building. The Technical Advisory Committee serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.*

*Persons needing a disability-related accommodation should contact Jamar Stamps, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting. Mr. Stamps can be reached at (925) 674-7832 or at [jamar.stamps@dcd.cccounty.us](mailto:jamar.stamps@dcd.cccounty.us).*

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**ITEM 1**  
**ATP CYCLE 2 FUNDS**

TRANSPLAN TAC Members,

On March 26, 2015, the California Transportation Commission (CTC) approved both the Statewide and Metropolitan Transportation Commission's (MTC's) Regional Cycle 2 Active Transportation Program (ATP) Guidelines, and announced the Call for Projects for ATP projects. Cycle 2 will cover FY 16/17, FY 17/18 and FY 18/19. ATP Fund Estimates indicate Cycle 2 funding will be approximately \$120 million per year, with about \$72 million going to the Statewide Program and the remaining \$48 million going to regions in the state. MTC anticipates receiving \$10 million per year for our region.

CCTA is offering technical consulting support for up to 2 project applications from each RTPC to develop and complete the very technical ATP application. TAC members should review the Statewide and MTC Guidelines to determine the top 2 projects to receive CCTA assistance. The list below highlights a few major key elements of the Guidelines and the scoring criteria:

1. Eligible projects are those that encourage increased use of active modes of transportation, such as biking and walking. See Statewide ATP Guidelines for a list of sample projects.
2. A minimum of 25% of funds in both statewide and regional competitive programs must benefit Disadvantaged Communities (DACs) for the statewide program and Communities of Concern (COCs) for the Regional MTC program. See the State and MTC Guidelines for definitions of DACs and COCs.
3. Minimum request for ATP fund is \$250,000 (does not apply to non-infrastructure, Safe Route to School, and Recreational Trail projects).
4. Statewide ATP projects do not have a match requirement. However, MTC is imposing a match requirement for the regional ATP of 11.47% (except for projects benefiting COC, stand-alone non-infrastructure projects, and Safe Route to School projects).
5. MTC will adopt a contingency project list. MTC will fund projects on this list should there be any project failures or savings in the Cycle 2 Regional ATP. This will ensure the regional ATP funds will be fully used and not lost from the region.
6. Because majority of funds in the ATP program are federal funds, projects must be federal-aid eligible and applicants must comply with the provisions of Title 23 of the U.S. Code of Federal Regulations and with the process and procedures contained in the Caltrans Local Assistance Procedures Manual and the Master Agreement with Caltrans.
7. ATP allocations must be requested in the fiscal year of project programming and construction allocations are valid for award for 6 months from the date of allocation (unless CTC approves an extension). Funds allocated for project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. After award of a contract, the implementing agency has up to 36 months to complete the contract. The implementing agency then has 6 months after contract acceptance to make final payments to the contractor or vendor, prepare the Final Report of Expenditures and submit final invoices to Caltrans for reimbursement.
8. Implementing agencies must demonstrate their ability to meet delivery timeframe of the ATP. Project sponsors need to meet federal and state funding deadlines for project delivery.

MTC has established regional deadlines in advance of state and federal funding deadlines to prevent the loss of funds. See MTC Resolution 3606 for more information.

9. Scoring Criteria:

<b>Statewide Scoring Criteria</b>	
Potential for increased biking and walking	0 to 30 points
Potential for reducing pedestrian & bicyclists fatality rates	0 to 25 points
Public Participation & Planning	0 to 15 points
Improved public health	0 to 10 points
Benefit to DACs	0 to 10 points
Cost Effectiveness	0 to 5 points
Leveraging of non-ATP funds	0 to 5 points
Use of California Conservation Corps	0 <b>or</b> -5 points
Performance on past grants	0 <b>or</b> -10 points
<b>Additional MTC Scoring Criteria</b>	
Consistency with Regional Priorities & Planning Efforts	0 to 5 points
Completion of Approved Environmental Documents	0 <b>or</b> 3 points
Consistency with OBAG Complete Streets Policy	0 <b>or</b> 2 points
Countywide Plans/Goals Consistency Determination	0 <b>or</b> -2 points
Deliverability Determination	0 <b>or</b> -5 points

Due to limited resources, CCTA is providing consulting support to maximum 2 projects per RTPC. However, projects that are not selected to receive CCTA’s assistance are still encouraged to apply. MTC and Caltrans are hosting workshops for the application process. Please see the link below for more information about the application guidelines and workshops.

<http://www.mtc.ca.gov/funding/ATP/>

Upcoming workshops/webinars:

1. MTC ATP workshop (RSVP required) on Tuesday,4/14: [http://www.mtc.ca.gov/funding/ATP/PREPARING\\_FOR\\_ATP\\_CYCLE\\_II.pdf](http://www.mtc.ca.gov/funding/ATP/PREPARING_FOR_ATP_CYCLE_II.pdf)
2. Attached is information on the ATP B/C tool webinar - Monday, 4/20.
3. Caltrans is also hosting a workshop for smaller agencies and disadvantaged communities on April 21 in Oakland:  
<http://www.dot.ca.gov/hq/LocalPrograms/atp/documents/Disadvantaged-Community-ATP-Workshop-Flyer.pdf>

Attached:

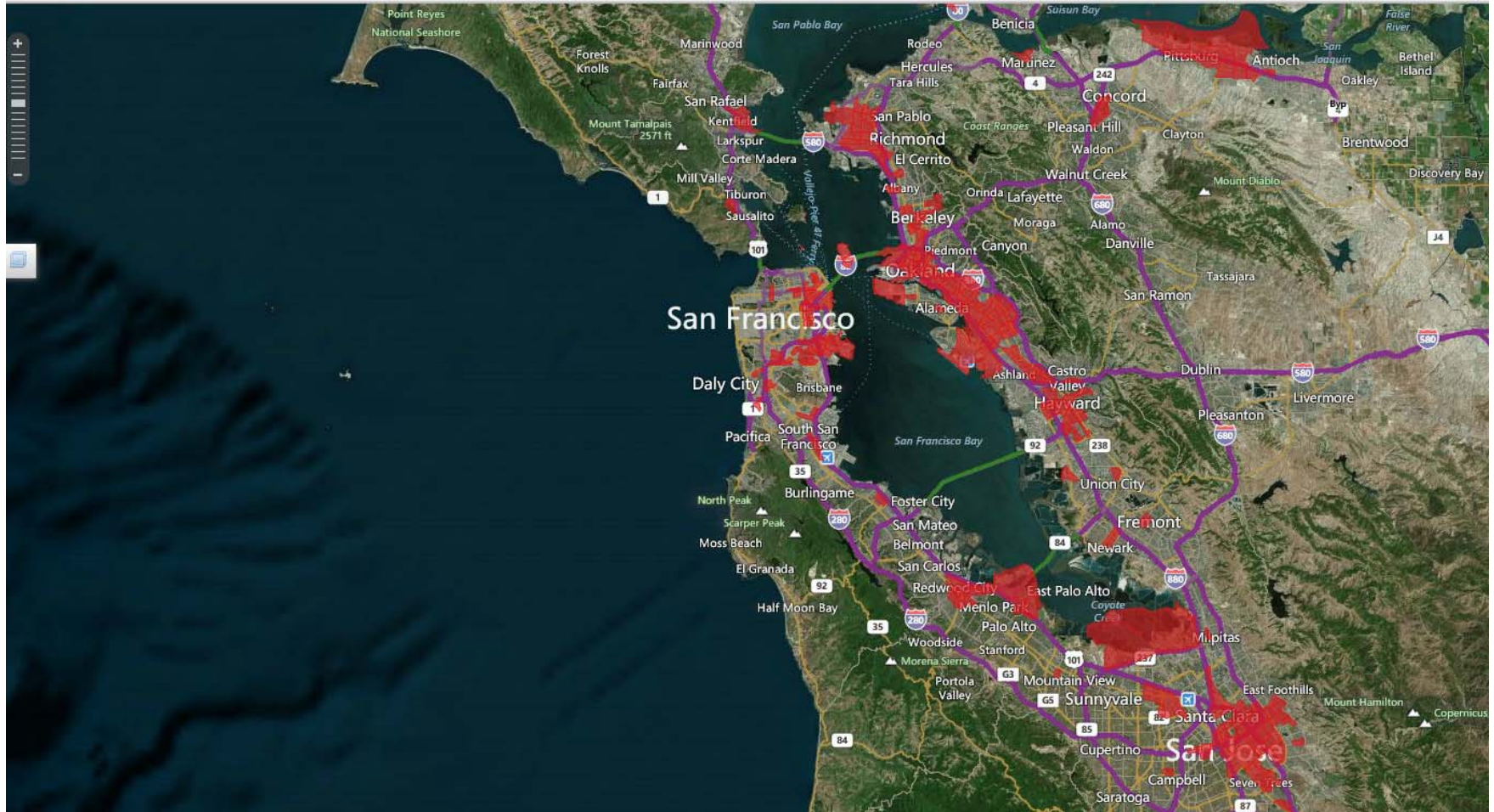
- A. List of Potential ATP Cycle 2 Projects
- B. Maps of Disadvantaged Communities and Communities of Concerns
- C. ATP B/C tool webinar flyer

### ATP Cycle 2 Potential Applicants

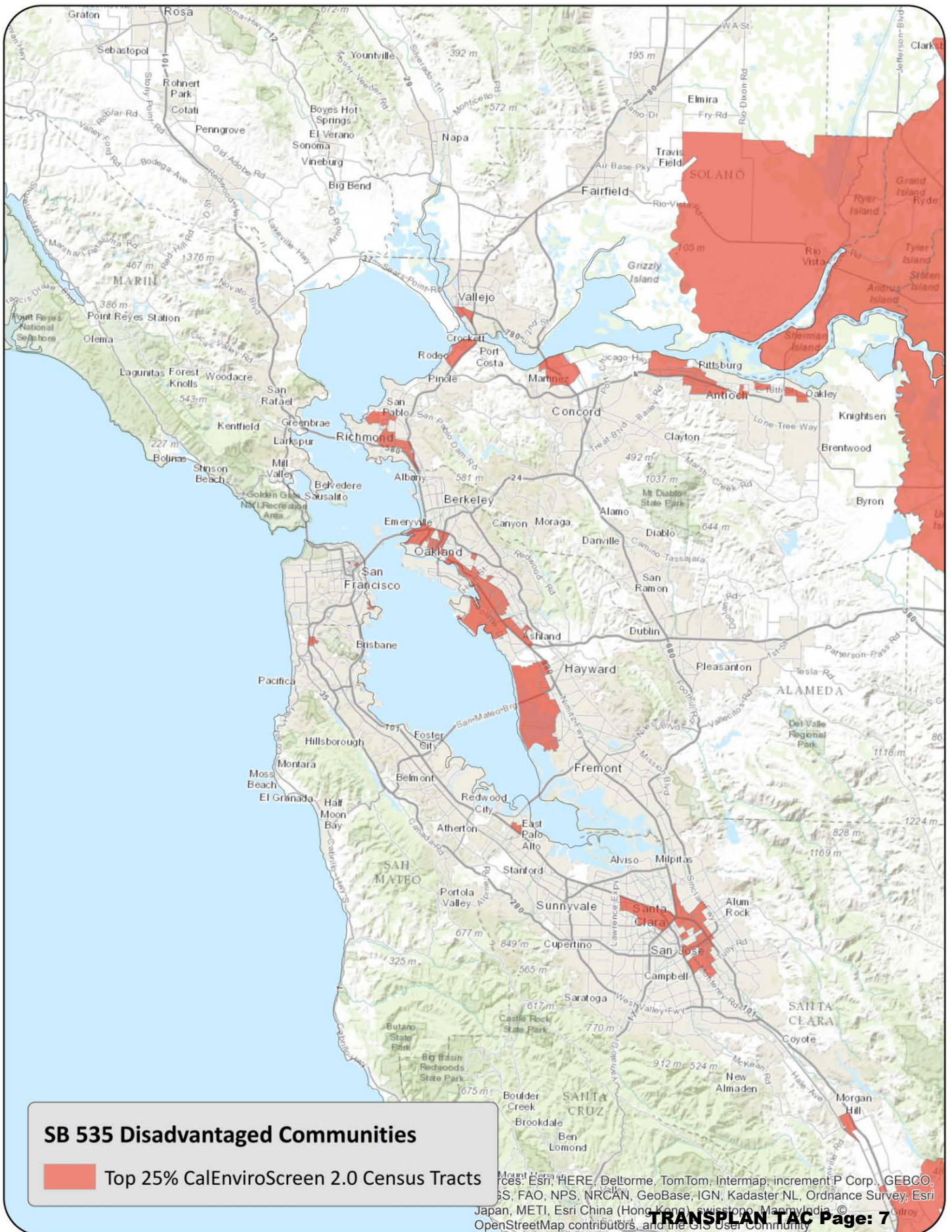
No.	Region	Applicant	Project	Cycle 1 Applicant?	Cycle 1 Score (Region/State)	Comments
1	SWAT	Lafayette	Pleasant Hill Road (Mt. Diablo Blvd - Springhill/Quandt Roads) Complete Street Project	Yes	71.5/71.0	
2	SWAT	San Ramon/ Danville/County	San Ramon Valley Street Smarts Program (programmatic/non-infrastructure)	No		Danville will be preparing for the application. San Ramon will be the sponsoring agency.
3	SWAT	Moraga	Moraga Way Complete Streets Project	No		
4	TRANSPAC	County	Pacheco Sidewalk Gap Closure at Las Juntas Elementary School	Yes	68.3/62.0	Called Pacheco Blvd Sidewalk Phase III Preconstruction
5	TRANSPAC	County	Port Chicago Highway/Willow Pass Road Bicycle and Pedestrian Project	Yes	61.3/83.5	
6	TRANSPAC	County	Olympic Blvd. Corridor Connection	No		
7	TRANSPAC	Concord	Project #1			
8	TRANSPAC	Concord	Project #2			
9	TRANSPLAN	Pittsburg	Railroad Avenue eBart Multimodal Transfer Facility Project (Possible Project)	No		Possible Project
10	TRANSPLAN	County	Rio Vista Elementary School Sidewalk Gap Closure	Yes	75.7/87.0	
11	TRANSPLAN	County	SR4/Bailey Road Off ramp Pedestrian Safety Improvements	No		
12	TRANSPLAN	CCTA	Moklumne Trail Bicycle/Pedestrian Overcrossing at State Route 4	Yes	54.5/60.0	CCTA working with designers on the application
13	WCCTAC	San Pablo	Wildcat Creek pedestrian/bicycle Trail and Creekside restoration	Yes	NA/72.0	Conceptual study has been completed
14	WCCTAC	San Pablo	Rumrill complete streets	No		Fehr and Peers is currently completing a conceptual study. Interested in capital as well as design funds.
15	WCCTAC	County	Appian Way Complete Streets Project	Yes	64.7/68.5	
16	WCCTAC	County	Fred Jackson Way First Mile/Last Mile Connection	No		
17	WCCTAC	Hercules	Remaining segment of Bay Trail at the Intermodal Transit Center	No		
18	WCCTAC	Hercules	Multi-use path on Willow Avenue (North) to connect to BART Hercules Transportation Center	No		
19	WCCTAC	Richmond	Harbour Way/16th Street Pedestrian and Bicycle Improvements – (City prepared application)	No		City is developing these applications concurrently
20	WCCTAC	Richmond	Yellow Brick Road Phase I – (to be prepared by Pogo Park)	No		with significant help from the stakeholder groups.
21	WCCTAC	Richmond	Goodrick Bay Trail Gap Closure – (to be prepared by TRAC)	No		City would be interested in having CCTA's help,
22	WCCTAC	Richmond	Hilltop Safe Routes to School – (to be prepared by Chamberlin Associates)	No		especially with the City-prepared application for

Denotes selected for CCTA Assistance

MTC Community of Concern 2011 Detailed Data by Tract



# San Francisco Area





# Active Transportation B/C Tool Webinar

Caltrans' Economic Analysis Branch will discuss and demonstrate the usage of the Active Transportation Program tool in the 2015 ATP Cycle 2 application.

- ▶ Date: Monday, April 20, 2015
- ▶ Time: 9:30 a.m. to 11:30 a.m.
- ▶ Webinar Access:

## Visual Steps

1. Go to <https://mmancusa.webex.com/mmancusa/j.php?MTID=m7833d8ff364aa72223db89afc28b3878>
2. If requested, enter your name and email address.
3. If a password is required, enter the meeting password: ATPDemo0420!
4. Click "Join".
5. Follow the instructions that appear on your screen.

## Audio Steps

1. Call 1-888-469-3150
2. Enter the following participant access code: 5672610

Please Note: the visual portion of the webinar is limited to the first 100 participants and the audio portion is limited to first 700 participants. Participants will be in "listen only" when they first call-in. Questions will be taken at the end of the presentation. This webinar will be recorded and posted on the Economic Analysis Branch's website. For access questions, please contact Ryan Ong at (916) 651-6887 or via email at ryan"dot"ong"at"dot.ca.gov.



**ITEM 2**  
**511 CONTRA COSTA ATP APPLICATION**

## MEMORANDUM

**TO:** TRANSPLAN TAC  
**FROM:** Lynn Overcashier, 511 Contra Costa Program Manager  
**RE:** Request for TRANSPLAN sponsorship, and resolution of support of Active Transportation Program grant applications to be submitted to Caltrans and MTC by the June 1, 2015 deadline on behalf of the 511 Contra Costa Street Smarts Diablo program.  
**DATE:** April 21, 2015

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The Federal SR2S Cycle 1 grant for the Street Smarts Diablo program that was approved by TRANSPLAN in late 2011 has now been expended. With this great success in mind, and in order to continue providing the K-12 bicycle and pedestrian education programs to students in East county, staff is requesting that TRANSPLAN act as the sponsoring agency and provide a resolution in support of the grants in order to submit the grant applications by the June 1<sup>st</sup> deadline.

### **Background**

Since 1997, 511 Contra Costa program and funding allocations have been approved by TRANSPAC and TRANSPLAN, however the City of Pleasant Hill has acted as the fiscal agent and sponsoring agent for grants. Due to recent PERS issues, TRANSPAC is in the process of forming a Joint Powers Authority to oversee the 511 Contra Costa program. Although the city of Pleasant Hill is interested in continuing to provide fiscal support, Pleasant Hill will no longer be providing grant sponsorships for programs outside of the City (including the remaining nine TRANSPAC and TRANSPLAN agencies).

It is expected that this will be resolved sometime this summer 2015, however the deadline for the ATP grants is June 1<sup>st</sup>. TRANSPAC has Measure J Safe Transportation for Children funds to continue the Street Smarts Diablo program, however TRANSPLAN has no such funds. It is staff's request that TRANSPLAN act as the sponsoring agency in support of 511 Contra Costa's grant applications to provide continued funding for the East County Street Smarts Diablo Programs. Staff will continue to look for opportunities and additional grants to support these important programs.

**ITEM 3**  
**2017 REGIONAL TRANSPORTATION PLAN**

## Technical Coordinating Committee **STAFF REPORT**

Meeting Date: April 16, 2015

<b>Subject</b>	<b>Initiation of the 2017 Regional Transportation Plan (RTP) Call for Projects</b>
<b>Summary of Issues</b>	The Metropolitan Transportation Commission (MTC) is expected to release a Call for Projects for the 2017 RTP by May 2015. In preparation for this event, staff proposes to begin working with the Regional Transportation Planning Committees (RTPCs) and Transit Operators on developing a 25-year financially-constrained project list for submittal to MTC in July 2015. In order for a transportation project to receive State and/or federal transportation funding, it must first be included in the RTP. Staff will provide an overview of the process and timeline for project submittals to MTC.
<b>Recommendations</b>	Staff seeks acceptance of this staff report to begin working with the RTPCs to prepare a project list for submittal to MTC.
<b>Financial Implications</b>	To receive State or federal funding, a project must be included in the RTP. The 2017 RTP will have the same horizon year of 2040 as the 2013 RTP. Consequently, the funding picture is not expected to change significantly for the 2017 RTP.
<b>Options</b>	The TCC could propose an alternative approach for responding to the Call for Projects.
<b>Attachments</b>	<ul style="list-style-type: none"> <li>A. Letter from MTC, dated March 25, 2015</li> <li>B. 2013 RTP Project List for Contra Costa</li> <li>C. Announcement regarding MTC's public Plan Bay Area Open House</li> <li>D. 2017 RTP Committed Projects and Funds Policy</li> <li>E. 2017 RTP Call for Projects and Needs Assessment Process</li> </ul>
<b>Changes from Committee</b>	

## Background

MTC's Call for Projects for the 2017 RTP is expected to be released in the beginning of May 2015. In preparation for this event, staff will begin working with the RTPCs and Transit Operators on developing a 25-year RTP list.

During the RTP update process, MTC works with the Congestion Management Agencies (CMAs) and project sponsors to update the project list and constrain it based on discretionary funding projected to be available during the 2017 RTP period. For the Authority, most of its discretionary funding comes from STIP.

Projects must be included in the RTP committed or financially-constrained lists if they are expected to impact the capacity of the transportation system and 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). Routine roadway and transit maintenance projects (e.g. pavement rehabilitation) will be included in general categories in the RTP.

## Definitions

Committed Projects List: This list refers to projects that are currently fully funded or expected to be fully funded by local sources.

Financially-Constrained List: Projects on this list are expected to request future discretionary STIP funds during the RTP period. The fund requests must not exceed MTC's fund estimate for Contra Costa.

Vision List: Projects that are not included in the committed or financially-constrained lists would be included in the vision list. The Vision List is maintained in the Authority's Countywide Transportation Plan (CTP) (Note: MTC no longer publishes a vision list with the RTP).

## Fund Estimate

During the 2013 RTP, MTC estimated that Contra Costa would receive approximately \$400 million in STIP-RTP funds (in 2013 constant dollars). For the 2017 RTP, MTC will release the fund estimate in mid-May 2015. The 2017 RTP will have the same horizon year of 2040 as the 2013

RTP. Consequently, the financial estimate of funds available for the 2017 RTP is expected to be identical to the estimate used in 2013. Nonetheless, the following work will need to be done:

- Remove projects that are completed, no longer supported, or substantially under construction;
- Update cost estimates, project descriptions, committed fund sources, and determine if the project has a funding shortfall;
- Review the previous RTP's financially-constrained list to confirm that the projects should remain on the list as a top priority for future discretionary funding; and
- Identify significant new "vision" projects deemed critical to improving our transportation system (Note: The Authority will only add projects to the financially-constrained list if new financial capacity exists or if other projects are removed from the list).

### **Next Steps**

Authority staff will issue a memo to the RTPCs requesting action on the project list. We will need input from the RTPCs by mid-June 2015 in order to compile the project lists and submit to MTC as Contra Costa's priority list in August 2015.

MTC has scheduled a workshop for April 29<sup>th</sup> in Walnut Creek to kick-off the update of Plan Bay Area (see Attachment C).



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

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***Memorandum***

TO: Partnership Board

DATE: March 25, 2015

FR: Deputy Executive Director, Policy

RE: Plan Bay Area - Update


It's that time once again. MTC, in partnership with the Association of Bay Area Governments (ABAG), is beginning the process to update the Bay Area's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), Plan Bay Area.

Over the past few years, MTC staff has been working with CMA, transit agency, local jurisdictional and regional agency staff to advance a number of Plan Bay Area implementation efforts that include regional goods movement, transit capacity and connectivity, climate adaptation, as well as the One Bay Area Grant (OBAG) program. Based in part on the input of many of your agencies and organizations, and as outlined in the attached Plan schedule, it is our intent to continue implementation initiatives, build upon the existing, adopted plan, and advance a limited and focused Plan Bay Area update.

In the weeks and months ahead, MTC staff will be contacting and convening meetings with your staff in relation to various aspects of the Plan Bay Area update. Key upcoming milestones include the first round of county-level Open Houses for the update slated to occur in each of the nine Bay Area counties beginning in late April 2015. We will also be reaching out to you regarding the Revenue Forecast, Project Solicitation and Evaluations, revisions to the Plan's Goals/Targets, Scenario Development/Analysis and other key inputs as we move toward adoption of the updated Plan in Spring 2017.

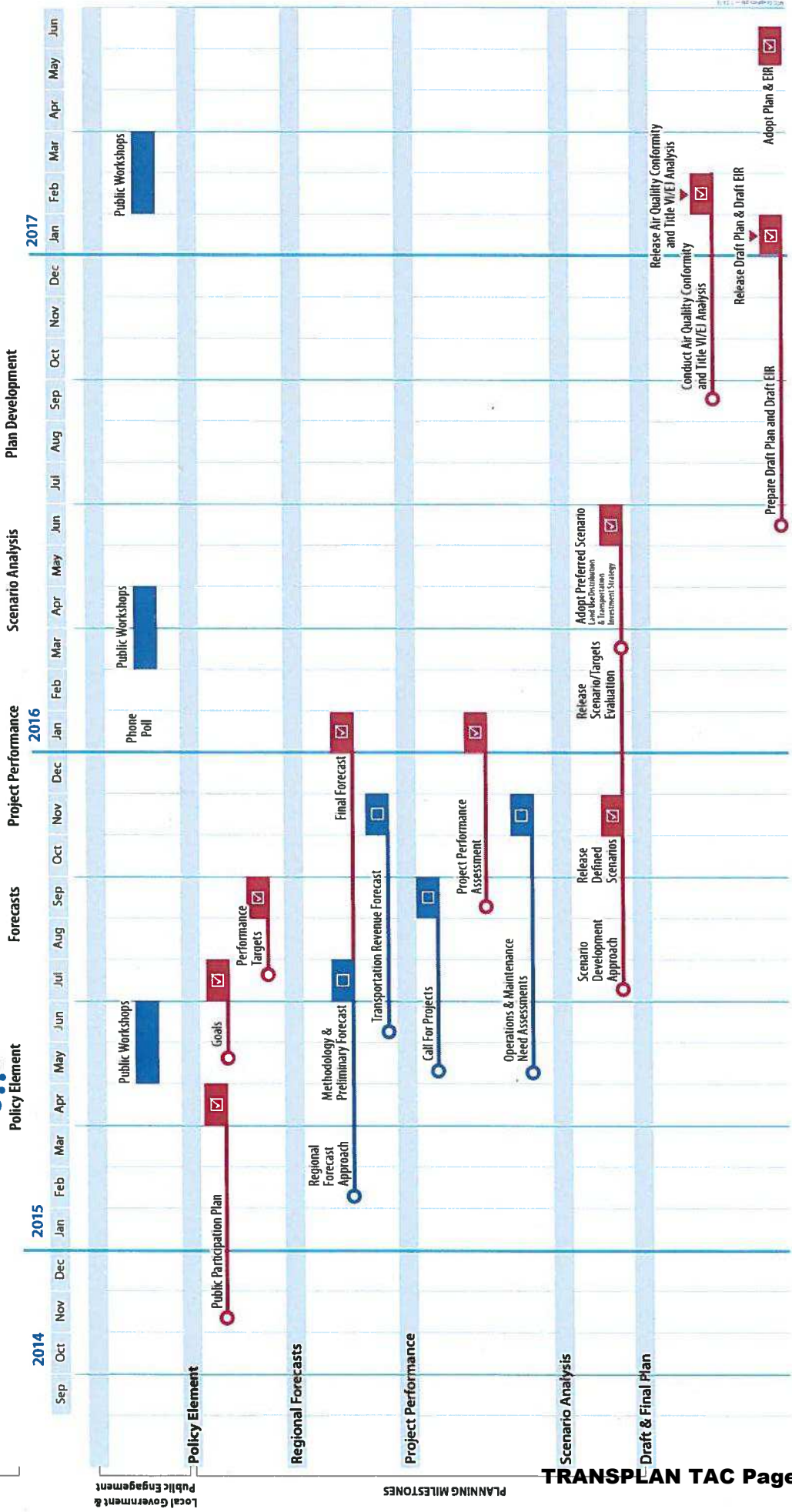
In keeping with SB 375 and the goal of ensuring dialogue across various sectors and being efficient as we work with you to update the Plan, the Regional Advisory Working Group (RAWG) will serve as the technical working group for the Plan update. More information on the Plan Bay Area update will be posted online at <http://planbayarea.org/> as the process unfolds.

If you have any questions, please contact one of the following individuals at MTC: Ken Kirkey, [kkirkey@mtc.ca.gov](mailto:kkirkey@mtc.ca.gov) or Adam Noelting, [anoelting@mtc.ca.gov](mailto:anoelting@mtc.ca.gov), or one of the following individuals at ABAG: Miriam Chion, [MiriamC@abag.ca.gov](mailto:MiriamC@abag.ca.gov); or Gillian Adams, [GillianA@abag.ca.gov](mailto:GillianA@abag.ca.gov).

  
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Alex A. Bockelman

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# Plan Bay Area Update: Key Milestones 2014–2017



Milestones

Local Government & Public Engagement

PLANNING MILESTONES

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ABAG/MTC Information

ABAG/MTC Action





## MTC's 2013 REGIONAL TRANSPORTATION PLAN (RTP) PROJECTS AND PROGRAMS (In 2014 constant dollars)

### Projects

<i>Project ID</i>	<i>RTP ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Total Project Cost</i>
<b>10-Year</b>				
<b>ARTERIAL/ROADWAY</b>				
2568	98133	Pacheco Boulevard, Widen from Blum to Martinez City Limit	Widen Pacheco Boulevard from Blum Road to Morello Avenue, construct railroad overcrossing, and allow for bicycle lanes, sidewalks, median, turn lanes and landscaping, where appropriate.	\$35,200,300
2575	230240	Contra Costa Blvd. Improvement Project	Construct additional right and left turn lanes on Contra Costa Boulevard between 2nd Ave and Monument Blvd at various intersections, modify intersection lane alignments, add new class II bike lane, improve traffic operations throughout corridor.	\$12,700,000
2606	98134	Dougherty Rd.: Widen, Red Willow to Alameda County	Widen Dougherty road from 2 to 6 lanes from Red Willow Road to Alameda/Contra Costa border	\$47,800,000
2993	230236	Pittsburg-Antioch Highway Widening	Widen to 4 lanes with raised median	\$13,600,000
3023	230247	Lone Tree Way Widening CIP# 336-3131	Widen existing Lone Tree Way to 4 lanes. Includes median, curb, gutter, sidewalk, landscaping and bike lanes, drainage and utility relocations.	\$22,848,000
3047	21214	Wilbur Avenue: Widen, East of BNSF RR to SR 160	Widen Wilbur Avenue from 2 to 4 lanes, from east of Burlington Northern Santa Fe Railroad ROW to State Route 160	\$20,000,000
3261	230216	Waterworld Parkway Bridge over Walnut Creek	Construct a two-lane bridge over Walnut Creek connecting Waterworld Parkway with Meridian Park Boulevard	\$12,800,000
3299	230250	Brentwood Boulevard (SR4) Widening North - Phase I	Widen the original 2-lane roadway to a 4-lane roadway from Havenwood Way to Sunset Road and upgrade bridge over Marsh Creek.	\$6,850,000
3309	230250	Brentwood Boulevard Widening (North) Phase II	Widen Brentwood Boulevard with two lanes in each direction with two bike lanes, curbs, gutters, 16 foot medians, sidewalks, street lights and landscaping on each side of the roadway.	\$8,200,000

<i>Project ID</i>	<i>RTP ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Total Project Cost</i>
3452	230308	Alhambra Valley Road Improvements	Provide safety and capacity improvements.	\$10,600,000
3464	230253	Fitzuren Road Widening to 4 lanes and Connect with W. Tregallas Road.	Widen Fitzuren Road to 4 lanes and connect to West Tregallas Road east of G Street with the construction of Contra Loma / SR 4 interchange improvements.	\$9,600,000
3578	98133	Pacheco Boulevard Widening - Martinez City Limit to Arthur Road	Widen Pacheco Boulevard to two lanes with shoulder in each direction as shown on the Precise Alignment Map.	\$1,757,000
3887	230129	Enhanced Service Throughout the Service Area	Increase services on selected routes throughout the network. The Transbay Lynx service will be run throughout the day to supplement the current peak schedule. The JPX will add a loop through central Hercules, providing more riders with one seat rides between Del Norte BART and the local neighborhoods within the system.	\$5,750,000
4063	230274	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.	\$12,100,000
4075	230212	Clayton Rd./Treat Blvd. Intersection Capacity Improvements	Upgrade the traffic signal at the Clayton Road/Treat Blvd. intersection to an 8-phase design and construct related geometric improvements to improve the handling capacity and maximize the operational efficiency of the intersection during the peak periods.	\$2,600,000
4145	230238	Widen California Ave., Harbor to Railroad, Phase III	Widen California Avenue from Harbor Street to Railroad Avenue	\$12,400,000
4212	240167	Widen Brentwood Blvd. between Lone Tree Way and the north city limit	Project would widen Lone Tree Way from 2 to 4 lanes for approximately 2400 linear feet. It also includes bike lanes, median islands, curb, gutter, sidewalk street lights and landscaping.	\$13,900,000
4241	240656	Church Lane Bridge Widening at San Pablo Creek	Widen bridge at Church Lane over San Pablo Creek	\$600,000

<i>Project ID</i>	<i>RTP ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Total Project Cost</i>
4453	230208	Alhambra Valley Road Safety Improvements	Capacity and safety improvements. Realign Curves at Ferndale Rd. Intersection improvements at Reliez Valley Road.	\$3,000,000
2604	240629	Bollinger Canyon Road: Widening	Widen Bollinger Canyon Road to 8 lanes from Alcosta Blvd to San Ramon Valley Blvd	\$11,270,147
2992	98198	Vasco Road Safety Improvements, Phase 2	Vasco Road Safety Improvements: realign roadway to improve sight distance and add shoulders	\$15,000,000
3060	230233	James Donlon Blvd. Extension	Construct new two-lane roadway (four-lanes in developed areas), 2.2 miles in length, connecting James Donlon Blvd. in Antioch to Kirker Pass Road in unincorporated Contra Costa County.	\$55,000,000
3063	230237	West Leland Road Extension - new roadway	Construction of a 4-lane arterial roadway (SR 4 frontage road) connecting existing terminus of West Leland Rd. at San Marco Boulevard to Avila Rd. Developer responsible for constructing 2-lanes.	\$12,200,000
3311	230249	Lone Tree Way - Union Pacific Undercrossing CIP# 336-3134	Construct a grade separation underpass consisting of six travel lanes under Union Pacific Railroad.	\$21,250,000
4286	98194	Commerce Avenue Extension	Extend Commerce Avenue between Pine Creek and Waterworld Parkway and rehabilitate the pavement section between Concord Avenue and the cul-de-sac. The extension will connect Willow Pass Road with new freeway ramps at Concord Avenue.	\$8,717,100
3011	230288	Empire Avenue Extension North – Phase 2	Widen east side of Empire Avenue to an arterial street, 140-foot ROW, for 3,500 feet, consisting of curbs, gutters, sidewalks, bike lanes, landscaping, median and two lanes in northbound direction.	\$2,010,706
3486	230239	Buskirk Avenue Widening (phase 2)	Widen and improve Buskirk Avenue	\$11,000,000

<i>Project ID</i>	<i>RTP ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Total Project Cost</i>
4078	230084	Marina Bay Parkway Grade Separation	Replace the existing at-grade crossing with an over- or undercrossing of the Union Pacific and Burlington Northern rail lines for Marina Bay Parkway to improve access to the Marina Bay neighborhood and lessen safety concerns. The project would reduce train-related congestion, improve emergency vehicle access to the area, as well as improve access to the proposed WETA ferry terminal.	\$38,800,000
<b>Arterial/Roadway Total</b>				<b>\$427,553,253</b>
<b>BICYCLE/PEDESTRIAN</b>				
4194	230218	Del Norte Area TOD Project Public Improvements	Parking facilities; bicycle, pedestrian, and/or bus transit access improvements; signage; lighting; improvements to station access or station waiting areas; ADA improvements; improvements to adjacent streets, street crossings, or signals; and/or Ohlone Greenway improvements.	\$25,000,000
4222	240459	Mokelumne Coast-to-Crest Trail Overcrossing of SR-4	Construct bicycle/pedestrian overcrossing for the State Route 4 Bypass.	\$5,900,000
4230	240637	23rd Street streetscape - Richmond	Provide street enhancements and streetscape to encourage bicycle and pedestrian use	\$15,000,000
4248	230293	Nevin Ave Bike-Pedestrian & Streetscape Improvements	Reconstruct the east entrance to the BART station to remove the existing non-ADA compliant walkway and replace with an at-grade extension of Nevin Avenue, terminating at a "kiss-and-ride" cul-de-sac. Install pedestrian and bicycle-oriented street amenities along the extension of Nevin Avenue (wide sidewalks, bulb outs, curb ramps, enhanced crosswalks, bicycle sharrows, pedestrian scaled lighting, wayfinding signage and street trees. Installation of an stairway, elevator and pedestrian plaza).	\$6,000,000

<i>Project ID</i>	<i>RTP ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Total Project Cost</i>
4249	240637	Nevin Avenue Streetscape	The Project will reconstruct the east entrance to the BART station to remove the existing walkway and replace with an at-grade extension of Nevin Ave., terminating in a cul-de-sac; add pedestrian and bicycle-oriented streetscape elements along the extension of Nevin Avenue; and install a stairway, elevator, canopy and pedestrian access to the station	\$7,300,000
4265	230321	Bay Trail Gap Closure: Hercules ITC	The Project will connect connect the San Francisco Bay Trail over Refugio Creek to the Hercules Intermodal Transit Center, providing direct access to the Transit Center and several public spaces. The Project will include bike lanes and pedestrian walks and allow for the extension of Bayfront Boulevard to John Muir Parkway.	\$11,270,000
<b>Bicycle/Pedestrian Total</b>				<b>\$70,470,000</b>
<b>BUS</b>				
3889	230123	WestCAT Facility Improvements Facility Expansion	Purchase additional land adjacent to current facility location and increase available storage for vehicles. Increase security at location.	\$1,000,000
4665	240706	San Pablo Avenue Phase I Transit Enhancements - Rapid Bus Upgrades	Modernize the existing San Pablo Rapid Bus (Route 72R) infrastructure to improve the speed and reliability of the service. Includes traffic signal upgrades, installation of fiber optics, queue-jump lanes, and new shelters.	\$15,000,000
4697	230131	Expand Express Bus Service	Provide expanded express bus service to Pinole and the Hercules Ferry.	\$5,600,000
4698	230185	Express Bus and eBART Support Service	Establish express bus service and support service to eBART stations in East Contra Costa.	\$16,800,000
4214	230333	Electric Trolley Replacement	Replace existing diesel trolley fleet with electric trolleys and necessary infrastructure	\$4,000,000
4694	230196	Bus Transit Preferential Measures	Transit Preferential Measures (TPM)s to improve bus speed and passenger safety, includes signal priority, passenger amenities, improved bus loading areas, and rider information	\$13,300,000
4707	240706	AC Transit Rolling Stock	Purchase rolling stock for enhanced AC Transit service.	\$3,500,000

<i>Project ID</i>	<i>RTP ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Total Project Cost</i>
4708	240707	AC Transit CAD Upgrades	Implement Computer Aided Dispatch (CAD) for AC Transit.	\$2,800,000
<b>Bus Total</b>				<b>\$62,000,000</b>
<b>FERRY</b>				
4232	240640	Ferry Service - Landside Improvements (parking expansion)	Construct landside improvements for Richmond ferry service, including expanded parking.	\$20,000,000
2824	22122	Richmond-San Francisco Ferry Service	Richmond-San Francisco ferry service	\$46,000,000
4069	22122	Ferry Capital Improvements in West County	Capital improvements needed to provide ferry service within West County.	\$52,000,000
<b>Ferry Total</b>				<b>\$118,000,000</b>
<b>FREEWAY</b>				
3362	230685	I-680 NB HOV Gap Closure Between Livorna and N. Main	This project provides an HOV lane in the northbound direction between Livorna and N. Main through the I-680/SR-24 Interchange via a flyover. This project will close an HOV gap on I-680 in Contra Costa County.	\$115,600,000
3364	22351	I-680 NB HOV Gap Closure 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 SR242.	\$45,000,000
3365	22352	I-680 (HOV) Direct Access Ramps	Includes reconstruction of overcrossing, widening of median, construction of new HOV-only on- and off-ramps in both the northbound and southbound directions, and modifications to the local street network. The ramps would be HOV only for the same hours of operation as the HOV lanes.	\$102,000,000
4233	240641	I-80 eastbound HOV lane extension from Cummings Skwy to the Carquinez Bridge	Closes the eastbound HOV lane gap the Carquinez Bridge and Cummings Skyway, will provide a continuous eastbound HOV lane from the San Francisco-Oakland Bay Bridge to the Carquinez Bridge.	\$36,700,000
4703	230636	I-80 Express Lane Conversion (Bay Bridge to SR-4)	Convert I-80 HOV Lanes to Express Lanes from SR-4 to Bay Bridge bypass lane in each direction.	\$37,100,000

<i>Project ID</i>	<i>RTP ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Total Project Cost</i>
4704	230657	I-80 Express Lane Conversion (SR-4 to Carquinez Bridge)	Convert I-80 HOV Lanes to Express Lanes from SR-4 to Carquinez Bridge in each direction.	\$6,300,000
3111	230205	State Route 4 Bypass: Segment 2 - 4 Lanes from Sand Creek Road to Balfour	Add a two-lane facility and a wide median that will separate existing two lanes of opposing traffic and transform the facility to a four-lane freeway. Construction includes a second bridge over Sand Creek Road and a diamond on-ramp on the SW quadrant of Sand Creek interchange.	\$48,941,000
3363	240588	I-680 SB HOV Gap Closure Between N. Main and Livorna	Widen I-680 and/or restripe to add one HOV lane through the I-680/SR-24 interchange between N. Main and Livorna in the southbound direction.	\$84,000,000
3109	98999	State Route 4: Widen, Somersville to Route 160	Widen from 2 lanes to 3 mixed-flow lanes and one HOV in each direction from Somersville to Hillcrest and from 2 lanes to 4 mixed flow lanes from Hillcrest to State Route 160 including auxiliary lanes between interchanges and wide median to accommodate future mass transit. Project also includes construction of interchanges at Somersville Road, Contra Loma/G Street, and partial reconstruction at A Street, and Hillcrest Avenue.	\$383,000,000
<b>Freeway Total</b>				<b>\$858,641,000</b>
<b>GOODS MOVEMENT</b>				
2978	230291	Kirker Pass Truck Northbound Climbing Lane	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.	\$17,400,000
<b>Goods Movement Total</b>				<b>\$17,400,000</b>
<b>INTERCHANGE</b>				
2670	21205	I-680 / SR-4 Interchange Improvements: Phase 2	Construct eastbound State Route 4 to southbound I-680 connector and improvements to the State Route 4 interchange at Pacheco Boulevard	\$53,449,300

<i>Project ID</i>	<i>RTP ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Total Project Cost</i>
3239	21205	I-680 / State Route 4 Interchange Improvements: Phase I	Construct two-lane direct connector ramps for the northbound to westbound movement as the first phase of the five-phase construction of a three-level interchange at the intersection of I-680 and State Route 4. Retain loop ramp configuration for the westbound to southbound and eastbound to northbound movements.	\$85,612,000
4062	98222	SB SR-160 to EB SR-4 Connector	Construct a new two-lane roadway and two structures over the Union Pacific Railroad tracks and SR-4 to connect SB SR-160 to EB SR-4 north of Laurel Road Interchange in Antioch.	\$35,194,000
2834	22360	I-80/San Pablo Dam Road Interchange - Phase I	Upgrade and improve interchange. Phase I 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.	\$38,000,000
3112	98222	State Route 4 Bypass: Segment 1, Phase 2 (SR 160 IC) WB SR4 Bypass to NB SR160	Construct a new two-lane roadway and structure over the Union Pacific Railroad tracks to connect westbound State Route 4 Bypass to northbound State Route 160.	\$19,500,000
3116	22388	Construct Route 242/Clayton Road on and off-ramp	Construct new northbound on-ramp and associated accelerating/weaving lanes, and new southbound off-ramp at SR 242/Clayton Road interchange.	\$50,000,000
3366	22355	I-80/Central Avenue Interchange Modification - Phase I	Phase I 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.	\$3,000,000
3455	230206	State Route 4 Bypass: Segment 3 - Balfour Road IC, Phase I	Construct a bridge over Balfour Rd. with a loop on-ramp for traffic going from eastbound on Balfour Road to westbound on the Bypass and with diamond ramps in all other quadrants.	\$55,000,000
4610	22360	I-80/San Pablo Dam Road Interchange: Reconstruct - Phase 2	Upgrade and improve interchange. Phase 2 includes modifications to McBryde and El Portal ramps. Includes provisions for bicyclists on I-80 bikeway and pedestrians on San Pablo Dam Road.	\$80,000,000



<i>Project ID</i>	<i>RTP ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Total Project Cost</i>
3483	21205	I-680 / State Route 4 Interchange Improvements: Phase 3	Widen State Route 4 between Morello Avenue in Martinez and State Route 242 in Concord	\$70,000,000
<b>Interchange Total</b>				<b>\$489,755,300</b>
<b>INTERMODAL/PARK-AND-RIDE</b>				
4221	240457	Walnut Creek BART TOD Multimodal Improvements	Construct improvements at the Walnut Creek BART TOD such as additional parking, station access, capacity, safety and operational improvements.	\$32,200,000
2841	21208	Richmond Parkway Transit Center Parking and Access Improvements	Project includes signal reconfiguration or timing; improved bus access; 700- to 800-space parking facility; and security improvements at Hilltop Drive park-and-ride lot	\$31,000,000
<b>Intermodal/Park-and-Ride Total</b>				<b>\$63,200,000</b>
<b>RAIL/RAPID TRANSIT</b>				
2565	22614	Martinez Intermodal Project: Phase 3 (final segments)	Acquire any remaining site area, construct ped. bridge over railroad tracks and vehicle bridge over creek, construct remaining parking spaces (440 spaces total) and complete connections along Bay Trail.	\$13,300,000
4211	240074	BART Station Capacity Improvements	Provides station capacity improvements such as additional vertical circulation and faregates, platform widening, train screens and doors, and paid area expansion.	\$400,000,000
4239	240649	Hercules Rail Station Parking Structure	Add 450 space parking structure to serve the Hercules Rail Station and the Ferry Terminal	\$30,000,000
2875	21210	Hercules Train Station	Construct new stop on Capitol Corridor line in Hercules or Rodeo including station building and off-site improvements; expand existing lot by adding 55 spaces. Part of Waterfront Master Plan.	\$24,000,000
4225	240625	Pittsburg Center eBART Station	Construct eBART station in the SR-4 Median at Railroad Avenue.	\$15,700,000
3179	21211	East County Rail Extension (eBART), Phase I	Construction of rail extension eastward from the Pittsburg-Bay Point BART station with Phase I terminus at Hillcrest Avenue in Antioch.	\$502,000,000
<b>Rail/Rapid Transit Total</b>				<b>\$985,000,000</b>

Project ID	RTP ID	Project Name	Description	Total Project Cost
<b>TLC</b>				
4528	230321	Hercules Intermodal Transit Center / Hercules Bayfront Village	The Hercules Intermodal Transit Center (ITC) is a planned multi-modal traversed by the San Francisco Bay Trail with bus, train, and ferry service providing alternatives for access to employment, educational, and recreational destinations.	\$37,739,000
<b>TLC Total</b>				\$37,739,000
<b>10-Year Projects Total</b>				\$3,129,758,553

## 20-Year

<b>ARTERIAL/ROADWAY</b>				
2989	98115	Ygnacio Valley Road-Kirker Pass Road: Widen, Cowell to Michigan	Widen Ygnacio Valley Road/Kirker Pass Road from 4 to 6 lanes between Cowell Road and Clayton Road	\$14,200,000
3046	230289	Main Street Bypass in Oakley	Construct Main Street Bypass in City of Oakley	\$25,900,000
3397	230535	Marsh Creek Road Curve Realignment	Improve safety and operations on Marsh Creek Road by realigning certain curves on the segment between Aspara Drive and Deer Valley Road.	\$8,200,000
4380	22613	Camino Tassajara Improvements	Provide 6 lane highway standard.	\$1,170,000
4690	98126	I-680 and SR-24 Arterial and Interchange Improvements	Improve interchanges and arterials parallel to I-680 and Route 24 in southwest Contra Costa County	\$22,400,000
4691	22607	East County Arterial and Interchange Improvements	Widen and extend major streets, and improve interchanges in east Contra Costa County	\$31,500,000
4692	22609	Central County Arterial and Interchange Improvements	Widen and extend major streets, and improve interchanges in central Contra Costa County	\$27,300,000
4693	22610	West County Arterial and Interchange Improvements	Widen and extend major streets, and improve interchanges in west Contra Costa County	\$31,500,000
4712	94046	SR-4 Interchange and Arterial Improvements	Improve interchanges and parallel arterials to SR-4 in Contra Costa County.	\$22,400,000
4713	94048	I-80 Interchange and Arterial Improvements	Improve interchanges and parallel arterials to I-80 in Contra Costa County.	\$16,100,000
<b>Arterial/Roadway Total</b>				\$200,670,000

<i>Project ID</i>	<i>RTP ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Total Project Cost</i>
<b>BICYCLE/PEDESTRIAN</b>				
4268	230542	Pedestrian/Bicycle Bridge over BNSF	The purpose of this project is to construct a new pedestrian bridge over the Burlington Northern / Santa Fe Railroad to provide safe connection between the cities of Pinole and Hercules. The only local public roadway connection between these two cities is San Pablo Avenue.	\$188,000
2491	21225	Regional Bicycle and Pedestrian Projects	Construct bicycle and pedestrian facilities within Contra Costa, including overcrossing locations to be determined.	\$67,900,000
2784	240708	San Francisco Bay Trail: Complete System	Close each of the gaps in the Bay Trail, resulting in one contiguous trail	\$1,800,000
<b>Bicycle/Pedestrian Total</b>				<b>\$69,888,000</b>
<b>BUS</b>				
2649	240333	CCCTA: Replace Buses	Replacement buses: replace buses, flexvans and paratransit vehicles	\$40,000,000
4706	230397	WestCAT Infrastructure Improvements	Improve infrastructure to support WestCAT services, includes park and ride lots, signal prioritization, queue-jump lanes, and freeway drop-ramps.	\$11,900,000
<b>Bus Total</b>				<b>\$51,900,000</b>
<b>GOODS MOVEMENT</b>				
3350	230318	North Richmond Truck Route Project	Extend Pittsburg Avenue 0.3 miles eastward, and extend either Seventh Street or Soto Street 0.1 mile northward, to intersect with each other and create a truck route from the North Richmond industrial area to the Richmond Parkway.	\$19,300,000
<b>Goods Movement Total</b>				<b>\$19,300,000</b>
<b>INTERCHANGE</b>				
3263	22390	Reconstruct SR-4/Willow Pass Road ramps in Concord	Reconstruct the Willow Pass Road (Concord)/SR 4 interchange to accommodate new trips generated by a Smart Growth project located on land now occupied by the Concord Naval Weapons Station	\$32,800,000
3484	22350	I-680 / State Route 4 Interchange Improvements: Phase 4	Construct southbound I-680 to eastbound State Route 4 connector	\$51,329,000

<i>Project ID</i>	<i>RTP ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Total Project Cost</i>
3485	22350	I-680 / State Route 4 Interchange Improvements: Phase 5	Construct westbound State Route 4 to northbound I-680 connector	\$40,146,000
<b>Interchange Total</b>				<b>\$124,275,000</b>
<b>RAIL/RAPID TRANSIT</b>				
4710	240738	Martinez Rail Corridor Improvements	Improve the Martinez railroad corridor.	\$25,200,000
<b>Rail/Rapid Transit Total</b>				<b>\$25,200,000</b>
<b>TLC</b>				
4701	21011	Contra Costa County TLC/Streetcape Projects	Fund and implement Transportation for Livable Communities (TLC) and streetscape projects in Contra Costa County.	\$102,200,000
<b>TLC Total</b>				<b>\$102,200,000</b>
<b>20-Year Projects Total</b>				<b>\$593,433,000</b>
<b>Projects Grand Total</b>				<b>\$3,723,191,553</b>

## **Programs**

<i>Program ID</i>	<i>RTP ID</i>	<i>Program Name</i>	<i>Description</i>	<i>Total Program Cost</i>
<b>ARTERIAL/ROADWAY</b>				
4699	230693	Local Streets and Roads Operations and Maintenance	Fund Contra Costa local streets and roads operation and maintenance.	\$4,165,200,000
<b>Arterial/Roadway Total</b>				<b>\$4,165,200,000</b>
<b>BUS</b>				
3369	22402	TRAFFIX School Bus Program	This program would provide daily school bus service to over 20,000 students at 26 schools in the San Ramon Valley to alleviate peak hour traffic congestion. This program is not yet operational, and is proposed to be included as part of Contra Costa's sales tax measure renewal. It will be developed and operated as a project jointly sponsored by the Town of Danville and the City of San Ramon, in collaboration with the San Ramon Unified School District.	\$187,884,000
4688	94526	AC Transit Operating and Capital Improvement Program	Replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets. Does not include system expansion.	\$2,589,120,000
4689	94558	County Connection Transit Operating and Capital Improvement Program	Replacement, rehabilitation and minor enhancements for rolling stock, equipment, fixed facilities and other capital assets. Does not include system expansion.	\$1,142,640,000
4695	22611	West County Low-Income School Bus Program	Implement a low-income student bus pass program for West Contra Costa residents.	\$22,400,000
4717	21017	WestCAT Transit Operating and Capital Improvement Program	Fund the transit operations, maintenance, and rehabilitation program for WestCAT.	\$255,126,000
4178	21017	Tri-Delta Transit Operating and Capital Improvement Program	Fund the transit operations, maintenance, and rehabilitation for Tri-Delta Transit.	\$572,400,000
<b>Bus Total</b>				<b>\$4,769,569,000</b>

<i>Program ID</i>	<i>RTP ID</i>	<i>Program Name</i>	<i>Description</i>	<i>Total Program Cost</i>
<b>FREEWAY</b>				
4224	240624	I-80 ICM Project Operations and Management	I-80 Integrated Corridor Mobility (ICM) Project Operations and Management - Local Portion - Maintenance in Contra Costa; This project will implement Adaptive Ramp Metering (ARM) and Active Traffic Management (ATM) strategies will be employed to reduction	\$3,000,000
<b>Freeway Total</b>				<b>\$3,000,000</b>
<b>PARATRANSIT</b>				
4700	240364	Contra Costa County Paratransit Programs	Fund and implement paratransit programs in Contra Costa County.	\$158,900,000
<b>Paratransit Total</b>				<b>\$158,900,000</b>
<b>RAIL/RAPID TRANSIT</b>				
4687	94525	BART Transit Operating and Capital Improvement Program	Replacement, rehabilitation and minor enhancements of equipment, fixed facilities and other capital assets.	\$8,599,392,000
<b>Rail/Rapid Transit Total</b>				<b>\$8,599,392,000</b>
<b>SAFE ROUTES TO SCHOOLS</b>				
4702	240367	Contra Costa County Safe Routes to Schools Program	Fund and implement Safe Routes to Schools (SR2S) programs in Contra Costa County	\$31,500,000
<b>Safe Routes to Schools Total</b>				<b>\$31,500,000</b>
<b>Programs Grand Total</b>				<b>\$17,727,561,000</b>

# Plan Bay Area

TO: MTC Planning Committee/ABAG Administrative Committee

DATE: March 6, 2015

FR: MTC Executive Director/ABAG Executive Director

RE: May 2015 Plan Bay Area Open Houses — Proposed Approach

With adoption of the 2015 Public Participation Plan in February, our focus shifts to the anticipated launch of the update to Plan Bay Area via a series of Open Houses for members of the public slated for May 2015. Some overall context is important before honing in on specifics for this first round, however. We anticipate three rounds of public workshops, meeting at least the minimum requirements for three in each of the more populous southern counties and one in each of the four northern counties with under 500,000 population. Recognizing that meetings capture only a small segment of the public, we propose to enhance our engagement activities to include telephone surveys, online surveys and comment opportunities, “pop up” meetings at public gathering places (parks, farmer’s markets, street festivals, etc.), and partnerships with community-based organizations and local agencies.

This memo outlines a recommended format for the May Open Houses, and lists some other planned public engagement opportunities for this initial phase of the Plan Bay Area update.

## *May 2015 Open Houses*

### **Goals:**

- Build awareness for the pending focused update to Plan Bay Area
- Introduce the public to the planning process, key milestones and issues under consideration
- Review the linkages between the regional plan and local transportation and land use priorities
- Review and seek comments on the goals and performance framework for the update, which will build off the 2013 Plan

### **Format and Logistics:**

- A series of nine open houses (one per county) with display stations, each staffed with MTC/ABAG staff who can answer questions on the subject matter, as well as staff from congestion management agencies and local jurisdictions.
- Open Houses will be held in the evenings (Mondays through Thursdays from 7 p.m. to 9 p.m.) or Saturdays (from 10 a.m. to noon) in early May 2015. We will seek large venues that are centrally located in the community and are accessible to persons with disabilities and near public transportation. Multiple meetings will be held on the same night. See Attachment 1 for a list of suggested communities for this initial round of meetings.
- Participants will visit each station and ask questions, offer comments.
- All requests for accommodations on accessibility of materials (due to language barrier or disability) will be accommodated with advance notice.

*Proposed Open House Stations:*

1. Welcome Table – Offer an orientation to the meeting and facility.
2. Key Milestones for Updating Plan Bay Area – Staff would be available to explain process and key tasks related to the update.
3. Goals and Targets – Display proposed goals and targets; staff available to take comments, suggestions, answer questions.
4. Forecasting Future Growth – Information available about the approach to forecasting population growth and housing needs. Staff available to answer questions.
5. Transportation Projects – MTC, CMA and transit agency staff at this table, which will feature regional and county transportation programs projects in the adopted Plan Bay Area (project lists would be customized to reflect each county). Staff also would take suggestions for additional projects.
6. Local Planning Priorities in (NAME OF COUNTY) – Displays would be customized for each county, with background on local PDAs and other city and county land use priorities, planning efforts and best practices. Staff available to answer questions, including from local jurisdictions when possible.
7. Partner Agencies – invite Caltrans and other interested agencies to participate to discuss the California Transportation Plan and inter-regional travel issues.

*Role for Board Members*

MTC Commissioners and ABAG Executive Board members would circulate throughout the room, talking to participants and listening to the conversations at the display stations.


**Complementary Public Participation Strategies**

The Public Participation Plan calls for a wide range of strategies to engage the public beyond evening or weekend meetings. MTC and ABAG will utilize the following strategies in this initial phase:

- Interactive website with online polling and online discussion forums
- Virtual meeting for those unable to attend one of the open houses
- Begin engagement with community-based organizations
- Native American Tribal Outreach
- Ongoing technical advisory committees (Regional Advisory Working Group, MTC's Policy Advisory Council, ABAG's Regional Planning Committee, Regional Equity Working Group)
- Meetings with local government
- Presentations to civic groups



We welcome your comments and suggestions on the proposed approach.



Steve Heminger



Ezra Rapport

**Attachment 1:**

**Suggested Meeting Locations for May 2015 Open Houses**

*Meeting Location/Venues:* SB375 requires at least three meetings with the public in counties with a population over 500,000: Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara Counties) and one meeting in other counties (Marin, Napa, Solano, Sonoma).

*Scheduling:* Meetings will be held in the evenings or on Saturdays. Dates will be coordinated with MTC Commissioners and ABAG Executive Board to maximize attendance of elected officials.

	<u>COUNTY</u>	<u>Recommended City</u>	<u>CITIES WHERE WE MET FOR 2013 PLAN OUTREACH</u>
Required:	Alameda	Oakland/MetroCenter	Oakland, Berkeley, Dublin, Fremont
	Contra Costa	Concord or Walnut Creek	Concord, Richmond, Walnut Creek
	San Francisco	San Francisco	San Francisco
	San Mateo	San Mateo or Foster City	San Mateo, San Carlos, Foster City
	Santa Clara	San Jose	Mountain View and San Jose
Optional:	Marin	San Rafael	San Rafael each time
	Napa	Napa	City of Napa each time
	Solano	Fairfield	Fairfield and Vallejo
	Sonoma	Santa Rosa	Santa Rosa each time

# BayArea Plan

TO: Regional Advisory Working Group

DATE: March 31, 2015

FR: MTC Planning Director

RE: Committed Projects and Funds Policy – Plan Bay Area 2040

Staff seeks the Working Group's input of the proposed Committed Projects and Funds Policy for Plan Bay Area 2040. Staff plans to seek Commission approval at its April meeting.

## Background

MTC Resolution No. 4006 established the Committed Projects and Funds Policy approved for Plan Bay Area by defining criteria to determine committed transportation projects and funding sources. The purpose of the Committed Projects and Funds Policy is to determine:

- Which projects are subject to a performance evaluation and/or subject to discretionary action by the Commission; and,
- Which fund sources are subject to discretionary action by the Commission.

MTC Resolution No. 4006 separated the Committed Projects and Funds Policy into three policy elements: (1) Prior Commitment Criteria – Project; (2) Prior Commitment – Funding Sources; and, (3) Projects Exempt from Senate Bill 375. Each policy element defined a set of criteria to determine the committed status. MTC Resolution No. 4006 stated that a transportation project/program that met any one of the following criterion (below) would be deemed committed:

1. Project has a certified Environmental Impact Report (EIR) or Record of Decision for Environmental Impact Statement (EIS) by May 1, 2011. In addition, project has full funding plan;
2. Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor Improvement Fund (TCIF) projects with full funding and approved baseline agreements as of February 2011;
3. Resolution 3434 Program – Project has a certified Environmental Impact Report (EIR) and/or Record of Decision for Environmental Impact Statement (EIS) by May 1, 2011. In addition, project has a full funding plan; and,
4. Regional Programs – Regional programs with executed contracts through contract period only and 1st and 2nd Cycle Regional Programs with New Act Funding through 2015.

Projects/programs that failed to meet at least one of the above criterion were subject to MTC's project performance assessment.

## Proposal

For Plan Bay Area 2040, MTC staff proposes to maintain the policy framework of MTC Resolution No. 4006, with modifications to simplify committed criteria and update policy element criteria. In addition, staff is proposing a stipulation stating that if a project's local funding commitment changes and discretionary funds are requested in the future, the project will be subject to a project-level performance assessment at that time. Other proposed modifications and updates as highlighted in Attachment A include:

1. Simplification of project criteria to require all projects to have a certified Environmental Impact Report (EIR) or Record of Decision for Environmental Impact Statement (EIS) by September 30, 2015, and a full funding plan;
2. Updates to Tables 2a and 2b to list current regional operations programs (Table 2a) and regional funding programs (Table 2b);
3. An expanded definition of discretionary funding to include funds subject to competitive programs and/or future MTC advocacy;
4. An expanded definition of a committed fund source to be inclusive of actions that occur prior to the adoption of the Plan; and,
5. Updates to Table 3 to list current committed and discretionary fund sources.



Ken Kirkey

**Attachment**

Attachment A: Committed Projects and Funds Policy for Plan Bay Area 2040

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## Attachment A Committed Projects & Funds Policy for Plan Bay Area 2040

### Purpose

The Committed Policy for Plan Bay Area 2040 will:

- Determine which projects proposed for inclusion in the Plan are not subject to discretionary action by the Commission because the projects are fully funded and are too far along in the project development process to consider withdrawing support.
  - Projects that are 100 percent funded through local funds are considered committed and not subject to a project-level performance assessment. *If a project's local funding commitment changes and discretionary funds are requested in the future, the project will be subject to a project-level performance assessment at that time.*
  - All other projects that are not fully funded nor sufficiently advanced in the project development process will undergo a project performance assessment. The results of the performance assessment will be presented to the Commission for its review, and the Commission may consider these results, along with other policy factors, when deciding on transportation projects to be included in the financially constrained plan.
- Determine which fund sources are subject to discretionary action by the Commission for priority projects and programs. The determination of which fund sources are deemed “committed” affects the amount of transportation revenues that will be subject to discretionary action by the Commission.

### Policy Elements

#### 1. Prior Commitment Criteria – Project

The following criteria are proposed to determine Regional Transportation Plan/Sustainable Communities Strategy (Plan Bay Area 2040) prior commitments. Projects that do not meet one of the following criterion will be subject to the project performance assessment.

A transportation project/program that meets any one of the following criterion would be deemed “committed”:

1. Project has a certified Environmental Impact Report (EIR) or Record of Decision for Environmental Impact Statement (EIS) by September 30, 2015. In addition, project has full funding plan.
2. Regional Programs identified in Tables 2a and 2b.

**Table 2a: Ongoing Regional Operations Program**

Committed Project	Uncommitted Project
Clipper ongoing Operations and Modernization	
511 program ongoing Operations	
Freeway Service Patrol/Call Boxes funded with SAFE funds	FSP Funded with STP funding
Transit Connectivity (up to \$10 million)	Any remaining program needs beyond \$10 million commitment.

**Table 2b: Regional Funding Programs**

Committed Programs	Period Committed
One Bay Area Grant (OBAG) Cycles 1 and 2	through FY 2021-22
Transit Core Capacity Challenge Grant	through FY 2029-30
Federal Transit Administration (FTA) Full Funding Grant or Project Construction Agreements for Section 5309	Completion of project(s)

## 2. Prior Commitment – Funding Sources

Funding for the Plan comes from a number of sources. Each funding source has specific purposes and restrictions. The federal, state, regional and local revenue sources proposed for inclusion in the Plan’s revenue forecast are identified as either committed or discretionary funds and listed in Table 3. Committed and discretionary funds are defined below.

- Committed funding is directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency.
- Discretionary funding is defined as:
  - Subject to MTC programming decisions.
  - Subject to compliance with Commission allocation conditions.
  - Subject to competitive state and federal funding programs often involving MTC advocacy.

The following criteria are proposed to determine Plan prior commitments:

- A transportation fund that meets either of the following criteria would be deemed “committed,” inclusive of actions that occur prior to the adoption of the Plan:
  - Locally generated and locally subvended funds stipulated by statute.
  - Fund source that is directed to a specific entity or purpose as mandated by statute or by the administering agency.

**Table 3: Committed versus Discretionary Funds**

Committed Funds	Discretionary Funds
<i>Federal Sources</i>	
<ul style="list-style-type: none"> <li>– FHWA Construction of Ferry Boats &amp; Ferry Terminal Facilities Formula Program</li> <li>– FHWA National Highway Performance Program (NHPP)</li> <li>– FHWA/FTA Section 5303 Metropolitan Planning</li> </ul>	<ul style="list-style-type: none"> <li>– FHWA Congestion Mitigation &amp; Air Quality (CMAQ) Improvement Program</li> <li>– FHWA Highway Safety Improvement Program (HSIP)</li> <li>– FHWA Surface Transportation Program (STP)</li> <li>– FTA Passenger Ferry Grant Program</li> </ul>

<b>Committed Funds</b>	<b>Discretionary Funds</b>
<ul style="list-style-type: none"> <li>- High-Speed Rail Program</li> </ul>	<ul style="list-style-type: none"> <li>- FTA Sections 5307 &amp; 5340 Urbanized Area Formula (Capital)</li> <li>- FTA Section 5309 Fixed-Guideway Capital Investment Grants (e.g., New Starts/Small Starts not in a Full Funding Grant Agreement or Project Construction Agreement)</li> <li>- FTA Section 5310 Enhanced Mobility of Seniors &amp; Individuals with Disabilities</li> <li>- FTA Section 5311 Non-Urbanized Area Formula</li> <li>- FTA Section 5337 State of Good Repair Formula</li> <li>- FTA Section 5339 Bus &amp; Bus Facilities Program</li> </ul>
<b>State Sources</b>	
<ul style="list-style-type: none"> <li>- Cap &amp; Trade High Speed Rail</li> <li>- Gas Tax Subvention</li> <li>- Low Carbon Transit Operations Program Revenue-Based</li> <li>- Proposition 1A (High-Speed Rail)</li> <li>- Proposition 1B</li> <li>- State Highway Operations &amp; Protection Program (SHOPP)</li> <li>- State Transit Assistance (STA) Revenue-Based</li> <li>- Traffic Congestion Relief Program (TCRP)</li> </ul>	<ul style="list-style-type: none"> <li>- Active Transportation Program (ATP)</li> <li>- Affordable Housing &amp; Sustainable Communities Program</li> <li>- Low Carbon Transit Operations Program Population-Based</li> <li>- State Transportation Improvement Program (STIP): Regional Transportation Improvement Program (RTIP) County Shares</li> <li>- STIP: Interregional Road/Intercity Rail (ITIP)</li> <li>- State Transit Assistance (STA) Population-Based</li> <li>- Transit and Intercity Rail Capital Program</li> </ul>
<b>Regional Sources</b>	
<ul style="list-style-type: none"> <li>- AB 434 (Transportation Fund for Clean Air – Regional) – 80% of funding</li> <li>- AB 1107 ½-cent Sales Tax in three BART Counties (75% BART Share)</li> <li>- BATA Base Toll Revenues &amp; Seismic Retrofit Funds</li> <li>- Regional Express Lane Network Revenues</li> <li>- Regional Measure 2 (RM2)</li> <li>- Service Authority for Freeway and Expressways (SAFE)</li> </ul>	<ul style="list-style-type: none"> <li>- 2% Toll Revenues</li> <li>- 5% State General Funds</li> <li>- AB 434 (Transportation Fund for Clean Air – Regional) – 20% of funding</li> <li>- AB 664</li> <li>- AB 1107 ½-cent Sales Tax in three BART counties (25% MTC Administered Share)</li> <li>- AB 1171</li> <li>- Active Transportation Program (ATP)</li> <li>- BATA Project Savings</li> <li>- Bridge Toll Increase</li> <li>- Regional Gas Tax</li> <li>- RM1 Rail Extension Reserve</li> </ul>
<b>Local Sources</b>	
<ul style="list-style-type: none"> <li>- AB 434 (Transportation Fund for Clean Air – Local)</li> <li>- BART Seismic Bond Revenues</li> <li>- County Sales Tax Measures</li> </ul>	<ul style="list-style-type: none"> <li>- Transportation Development Act (TDA)</li> </ul>

Committed Funds	Discretionary Funds
<ul style="list-style-type: none"> <li>- County Sales Tax Measure Reauthorizations*</li> <li>- County Vehicle Registration Fees</li> <li>- Express Lane Revenue – Statutorily Authorized</li> <li>- Golden Gate Bridge Toll</li> <li>- Land Sales &amp; Other Developer Revenues</li> <li>- Local Funding for Streets &amp; Roads</li> <li>- Property Tax/Parcel Taxes</li> <li>- Public Private Partnerships</li> <li>- San Francisco Municipal Transportation Agency (SFMTA) General Fund/Parking Revenue</li> <li>- Transit Fare Revenues</li> <li>- Transit Non-Fare Revenues</li> </ul>	
<i>Anticipated Sources</i>	
	- Anticipated Funds

*\*Reauthorized county sales taxes are subject to the decision of individual county sales tax authorities.*

### 3. Projects Exempt from Senate Bill 375

SB 375 provides that projects programmed for funding on or before December 31, 2011, are not required to be subject to the provisions required in the SCS or Alternative Planning Strategy (APS) if they are:

- Contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, or
- Funded pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or
- Specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects.

A project’s status as exempt under these SB 375 provisions does not preclude MTC from evaluating it for inclusion in the Plan per the project performance assessment process and at Commission discretion based on financial constraint, policy or other considerations.




 The logo for Plan Bay Area features the word "Plan" in a large, blue, stylized font with a grid pattern. To its right, the words "Bay Area" are written in a smaller, black, sans-serif font.

TO: Regional Advisory Working Group

DATE: March 31, 2015

FR: MTC Planning Director

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

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

### **Project Update and Call for Projects Process**

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

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

### **Key Elements**

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

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

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

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

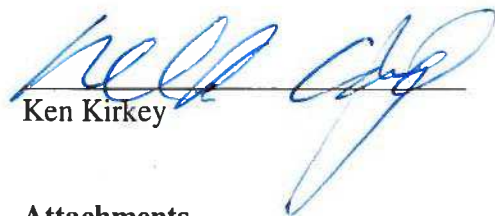
The Local Streets and Roads Needs Assessment will be completed using data from the 2014 California Statewide Local Streets and Roads Needs Assessment. Data from the Needs Assessments will inform the investment strategy for Plan Bay Area 2040.

#### **Roles and Responsibilities**

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

**Table 1: Roles and Responsibilities**

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



Ken Kirkey

**Attachments**

Attachment A: Plan Bay Area Performance Targets

Attachment B: Plan Bay Area 2040 County Budget Targets

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## **Attachment A: Plan Bay Area Performance Targets**

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

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

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

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

### **Healthy and Safe Communities**

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

### **Open Space and Agricultural Preservation**

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

### **Equitable Access**

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

### **Economic Vitality**

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

### **Transportation System Effectiveness**

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

**Attachment B: Plan Bay Area 2040 County Budget Targets**

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

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

\*Reauthorization is beyond 2040

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