



DATE: March 28, 2019

TO: Transportation Authority of Marin Board of Commissioners

FROM: Dianne Steinhauser, Executive Director
Derek McGill, Planning Manager

SUBJECT: MTC's Horizon/Plan Bay Area 2050 Request for a Regional Projects List (Discussion),
Agenda Item No. 8

RECOMMENDATION

This item is presented for discussion only. TAM staff will provide background and an overview of the upcoming process required by MTC for identifying projects for consideration in the regional transportation plan. Note, this item was presented at the March 11 Programming and Projects Executive Committee.

BACKGROUND

Every four years, MTC and ABAG are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), with the most recent plan adopted in 2017 (known as Plan Bay Area 2040). As part of the Plan Bay Area process, TAM is required to submit projects to the RTP/SCS on behalf of Marin County. TAM has submitted projects into the RTP since TAM's creation in 2004 with submittals in 2008, 2012, 2016, and now in 2019.

Transportation projects that are included in the RTP are included in air quality conformity requirements for the region, allowing projects to become eligible for state and federal funding. No funding is programmed, allocated or committed as part of this process. An initial project list will be due to MTC in June, and based on forecasted revenues, a revision to this list will occur by October 2019 to fit within the forecast of available revenues.

DISCUSSION/ANALYSIS

The work to develop the list of projects is the topic for this staff report and is currently underway by MTC and CMAs. Once this list is developed, a performance evaluation of applicable projects under the future scenarios will begin later this year, and a constrained list of projects will be developed to fit final estimates of future available funding.

Project List Process

Under the Regional Transportation Planning process, projects are submitted for consideration in Plan Bay Area as reflected in **Attachment A**. The process began in 2018 with a review of previous RTP projects. This was followed by a transformative project request for \$1B + projects. MTC is now requesting Regionally Significant projects be submitted into the Horizon/Plan Bay Area process for project performance evaluation. Once these projects are evaluated, a fiscal constraining process will occur to fit available funding estimates and prioritize high performing projects for the region.



Transformative Projects Submitted in 2018

The first round of project submittals occurred in June of 2018 with a transformative project call for projects open to the public. These transformative projects were focused on major transportation and resiliency investments (\$1 billion plus) that were not previously assessed in Plan Bay Area 2040. TAM, working with partner Congestion Management Agencies, SMART and MTC, submitted two major initiatives for consideration in this process, including:

- State Route 37 – Multimodal Corridor Improvements including Bike/Ped and Rail Access and Adaption to address Sea Level Rise
- Marin County Sea Level Rise Adaption – Adaption and protection of existing transportation infrastructure throughout Marin County identified as vulnerable in the C-SMART and BayWave Vulnerability studies.

In addition to these two projects submitted by TAM and our local partners, 12 public solicitations were submitted and are included in the Horizon effort, six capacity increasing projects and 6 operational strategies. Depending on the performance of these projects in the future scenario's they will be considered for inclusion in the preferred scenario. The six capacity increasing projects are:

- **Optimized Express Lane Network + Regional Express Bus Network** – SPUR and TransForm
- **Bus Rapid Transit on All Bridges** – Tony Breslin
- **SMART to Richmond via a New Richmond-San Rafael Bridge** – William Manley, Joseph Naujokas, Christopher Sork and Sonoma County Transportation & Land Use Coalition
- **Interstate 80 Corridor Overhaul** – Arup
- **Regional Bicycle Superhighway Network** – Arup
- **Bay Trail Completion** – Jim Stallman

The six finalists for transformative operational strategies consist of:

- **Integrated Transit Fare System** – Eddy Ionescu & Jason Lee, Seamless Bay Area and SPUR
- **Free Transit** – Mark Apton, Christian Rodgers, Danielle Venton and Gabriela Zuniga
- **Higher-Occupancy HOV Lanes** – 3 Revolutions Book Club
- **Demand-Based Tolls on All Highways** – Jeremy Besmer and City of San Jose
- **Reversible Lanes on Congested Bridges and Freeways** – City of San Jose
- **Freight Delivery Timing Regulation** – Daniel Ayers, Marc Brenman, Kevin Brooks and Cesar Plata

Current MTC Project List Request

The projects listed in the RTP will include all of the projects included in voter-approved transportation plans, such as Regional Measure 3, and Marin's local transportation sales tax, Measure AA. It will include projects that have been underway for many years, such as the Marin Sonoma Narrows, the North South Greenway, and the Major Roads still being worked on in Marin.

MTC has requested CMAs to submit a regional project list that meets the following characteristics:

- 1) group listings of exempt projects (i.e., programmatic categories) and
- 2) non-exempt, capacity-increasing projects (i.e., regionally-significant projects) of \$250M or more. 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).

To inform this effort TAM and its partners has recently conducted a number of county-level planning efforts that encompass all modes of travel and provide a comprehensive approach to addressing transportation needs for Marin County. These efforts include:

- the development of the Strategic Vision Plan (2017),
- the development of jurisdictions bike plans (2015-2018),
- the development of local jurisdictions Capital Improvements program
- the formation of Marin's Regional Measure 3 candidate pool (2017) and
- the Measure AA Expenditure Plan (2018).

This basis of county-level planning efforts provides TAM the foundation for the regional transportation plan and TAMs submittal of a project list. This initial project list is including as **Attachment B** and is being shared with our local jurisdictions, and our transit operators for input, specifically Marin Transit, Golden Gate, and SMART, and the Marin County Public Works Association and Marin County Planning Directors.

Based on this initial list of projects, TAM staff will need to develop and prepare estimated project costs, schedule of construction and operation, and revenues available for each non-exempt capacity increasing projects in order to submit this list to MTC by June 2019. In order to ensure the project submittal process identifies a reasonable universe of projects, MTC has developed an initial target amount available for each county.

TAM has an approximately \$1,174M in project costs to be submitted to MTC as part of this initial project submittal. This Target is for non-exempt regionally significant projects. As these targets include a wide range of funding sources, and additional detail on the funding sources available to these projects will not be available until sometime in the Summer or Fall of 2019, a second round of revisions to this list will occur in Fall 2019.

MTC's primary goal is to identify a universe of projects to be considered for inclusion into the Plan. Due to time intensive project performance assessment and other technical analyses related to revenue forecasting and needs assessments, CMAs are required to submit this list by June 30, 2019. A revision to this list will occur in Fall 2019 after the project performance, needs assessments, and revenue forecasts are completed to develop a fiscally constrained investment strategy for the RTP.

PBA 2050 County Targets (Dollars in Millions)

Column A	Column B	Column F
County	PBA 2040 Regionally-Significant Project Costs	PBA 2050 Regionally-Significant Project Cost Targets
Alameda	\$5,928	\$10,524
Contra Costa	\$2,179	\$5,844
Marin	\$277	\$1,174
Napa	\$128	\$615

Column A	Column B	Column F
County	PBA 2040 Regionally- Significant Project Costs	PBA 2050 Regionally- Significant Project Cost Targets
San Francisco	\$10,382	\$11,015
San Mateo	\$2,323	\$4,578
Santa Clara	\$14,712	\$18,191
Solano	\$1,076	\$2,419
Sonoma	\$1,053	\$2,641
Subtotal	\$38,058	\$57,000

Public Outreach

Public outreach is required to develop the initial project list. TAM staff intends to invite the public to comment on the project list at the upcoming TAM Board of Commissioners meetings, in March and April. TAM staff continues to remind the public and the TAM Board of recent extensive outreach efforts that resulted in the projects that will be included in the plan:

- the robust outreach developed for the Strategic Vision Plan approved by TAM in November 2017;
- The 24-member Expenditure Plan Advisory Committee and their seven month open public process to develop the Measure AA Expenditure Plan;
- the RM3 project submittal process at the TAM Board.

Note all projects included in the regional transportation plan are required to have an identified public agency sponsor. The general public has been invited and has submitted projects directly to MTC through the transformative projects process, as outlined above. TAM will document our efforts in meeting MTCs requirements on public outreach identified in the call for projects guidance.

In March, MTC began conducting public outreach efforts to discuss the Horizon and RTP planning efforts. The goal of the public outreach is to:

- Share the findings about the Future Scenarios developed for the plan
- Share the actionable strategies developed in the perspective papers to address the challenges of the future scenarios
- Receive input on the prioritization of actionable strategies *developed in the perspective papers* that the region should consider.

MTC will be hosting five workshops throughout the region and online engagement. MTC hosted the North Bay public outreach meeting in Petaluma on Saturday March 16th between 10 and 12 am and TAM was in attendance to answer questions.

Additionally, MTCs online outreach began in March, as an online tool was launched at <http://www.vitalsigns.mtc.ca.gov/horizon>. TAM will be sharing this tool to encourage Marin County public input in the overall Horizon Planning Process.

TAM Executive Committee Comments

The TAM Executive Committee had the following questions and comments with the following responses provided by TAM staff:

- *Is it possible to use big data to target travel behavior change through a targeted public outreach campaign?* – a project or program of this scope would likely be similar to previous regional programs listed in the RTP, most recently the Freeway Performance initiative program and would be covered in a regional Transportation Demand Management Program. TAM will include within the TDM program a subset for Traveler Information Programs to reflect this request.
- *How are projects or programs in the RTP evaluated for GHG emissions?* – the regional transportation plan/sustainable community strategy is required under SB 375 to meet regional GHG reduction goals targets developed by the California Air Resources Board. CARB. For this plan the goal is set at 19%. The plan evaluates the portfolio of transportation projects and land use/growth patterns considered in each scenario and selects the preferred alternative, which could be a single scenario or a combination of several scenarios that meet emission goals.
- *What is the current status of plans around the Larkspur Ferry Terminal?* – Golden Gate Bridge Highway and Transportation District is considering an expansion of Ferry Service at the Larkspur Ferry Terminal including consideration of additional parking. Their evaluation will include the development of any environmental impact reports that may be required to increase service at this location, and improvements to land access.

Public comments received at TAM's executive committee include the following:

- *The bike ped project list is good. Parking garages are at the end of an era and should be developed for adaptive reuse.*
- *Can Interchange projects or programs be prioritized based on scope elements such as bike/ped access?* – the scope of interchanges improvements can vary widely from interchange to interchange. Each project and program in the plan will develop the scope of the improvement through the project development process, which is conducted by the project sponsor outside of the Regional Transportation Planning process. Prioritization of projects within a program of improvements is not evaluated within this plan. Individual projects over \$250M or capacity increasing projects will be evaluated as part of the project performance evaluation process conducted by MTC, which will inform the fiscal constraint process required by TAM in Fall 2019. TAM will include a category for new bike/ped crossings over US 101 within a programmatic category.

FISCAL CONSIDERATION

None. This is a discussion item.

NEXT STEPS

Any projects identified by the public will be assessed for inclusion into the project list. TAM will work with local Public Works and Transit Staff to identify sponsors of any public submitted projects, develop estimated costs, project schedules and any identified revenues for projects. TAM will then bring a draft project list back to the TAM board for submittal to MTC.

In the fall, MTC will develop financial forecasts to constrain this list of projects for the Regional Transportation Plan and perform a performance evaluation on projects. TAM will work with MTC to constrain this list further once performance evaluations and refined revenue forecasts are made available. Staff will bring

a constrained list of projects and any results of the project performance assessment back to the TAM board for approval.

Activity is summarized as follows:

- Over the next 6 months, MTC will be conducting a performance evaluation for regional projects to assess how projects perform under the three scenarios developed in 2018;
- In 2020, regional growth forecasts will be drafted by MTC/ABAG for local jurisdiction review for review of population and housing growth expected by 2050;
- MTC will then develop a preferred scenario and begin development of the Draft Plan, environmental reports, and begin development of the Regional Housing Needs Assessment (RHNA);
- MTC will approve the environmental reports and Plan Bay Area 2050 in 2021 and
- Adopt RHNA allocations in 2021.

ATTACHMENTS

Attachment A: MTC Guidance for Regional Project List

Attachment B: TAM Initial Project List



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 Noeltling. 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

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375 BEALE STREET, SAN FRANCISCO, CA 94105
415 778 6700 WWW.PLANBAYAREA.ORG



GUIDANCE

Request for Regionally-Significant Projects

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

Overview

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

Context

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

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

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

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

Plan Bay Area 2050 Development Process

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

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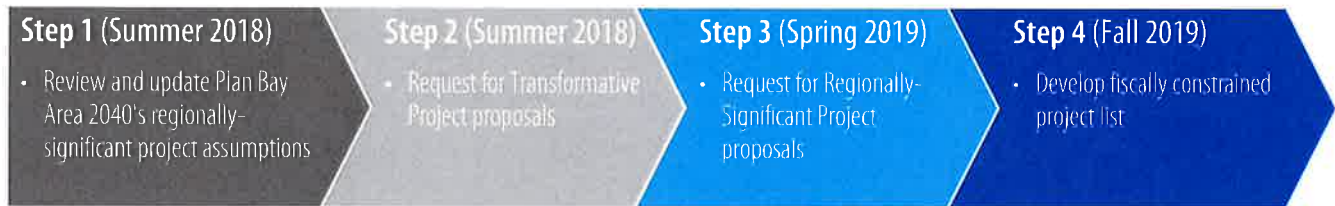


Figure 1. Plan Bay Area 2050 Development Process

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.

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.

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.



Figure 2. Regional and County Planning Inter-dependency

G U I D A N C E



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>

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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](#).

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- CTAs do not need to account for the costs of regionally-significant projects identified during Horizon's Request for Transformative Projects within their county target. The list of projects is included in [Attachment D, Part B](#).
- Multi-county project sponsors (e.g., Caltrans, ACE (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

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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 Plan](#)² (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

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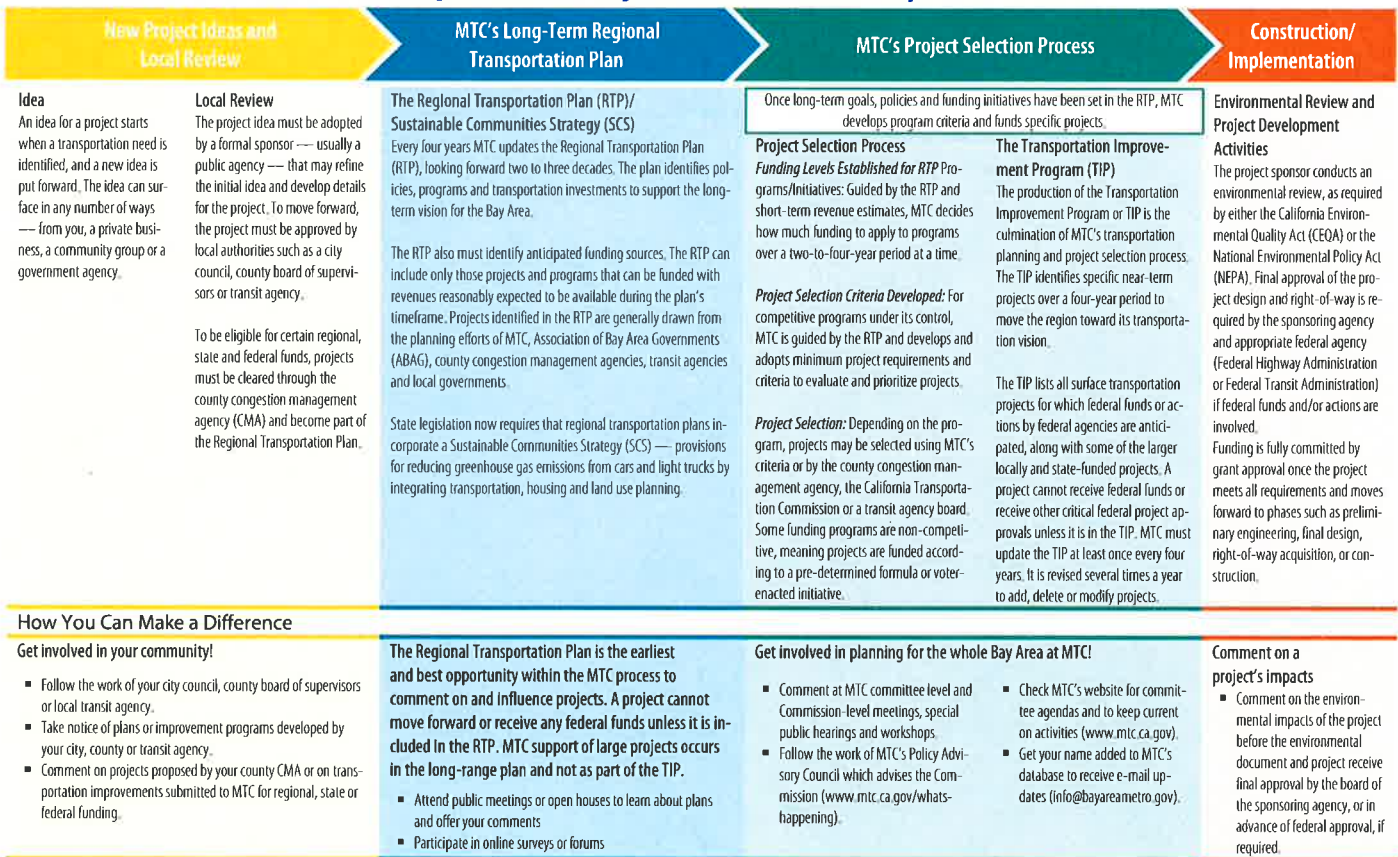


- Completed list of regionally-significant project and their assumptions for consideration into Plan Bay Area 2050 prior to MTC's June 30, 2019, deadline.
- Board resolution authorizing the submittal of the list of regionally-significant projects for consideration into Plan Bay Area 2050 by July 31, 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

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TAM Initial RTP Project List – March 21, 2019



DRAFT RTP Project list –

Transit Capital

- SMART Larkspur Extension
- Downtown Novato SMART Station
- San Rafael Transit Center Relocation
- Marin Transit O&M Facility
- Larkspur Ferry Parking Garage
- Bus on Shoulder

Highway Projects

- Highway Operational Improvements Category:
 - Bellam Boulevard Improvements
 - Ramp Metering
- Marin Sonoma Narrows
- US 101-580 Direct Connector
- RSR Eastbound Joint Use Lane
- Highway Interchanges (Measure AA Eligible projects) Category:
 - Tiburon Blvd / East Blithedale Ave
 - Paradise Dr / Tamalpais Dr
 - Sir Francis Drake Blvd
 - San Rafael Onramp at 2nd Street and Heatherton Ave
 - Merrydale Road / North San Pedro Rd
 - Manuel T Freitas Parkway
 - Lucas Valley / Smith Ranch Rd
 - Ignacio Blvd
 - San Marin Drive / Atherton Ave
 - Sausalito / Marin City
 - Alexander Ave
- Highway 37 Sea Level Rise Adaptation
- Manzanita Park and Ride
- Other Park and Ride Improvements

Local Road Projects

- Local Road Rehab and Improvements Category:
 - Safety Projects
 - Sea Level Rise
 - Innovation/Operational Improvements
 - Bridge Replacement



- Major Road Meas A Rehab Project Category:
 - Sir Francis Drake Boulevard
 - 3rd Street in San Rafael
 - Novato Boulevard
 - East Blithedale Avenue

Active Transportation Projects

- Bike Ped Projects Category:
 - North South Greenway Projects
 - SMART Multi Use Path
 - 2nd to Anderson
 - Grand Avenue
 - East Francisco
 - Central Marin Gap Closure
 - Bay Trail
 - Approaches to the RSR Bridge
 - Safe Pathways projects
 - Small Safety Projects
 - Safe Routes to Transit projects
 - Bike/ped crossings over Highway 101

Programs

- Safe Routes to Schools
- Crossing Guards
- TDM Program
 - Traveler information programs
- Alternative Fuels Program

Transit Operations and Maintenance

- Transit Operations (submitted by Transit operators):
 - Maintain and improve existing service
 - Maintain and expand rural and recreational bus services
 - Senior and Disabled Services
 - Yellow school bus
 - Access to ferries
 - Fleet Replacement